

ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 1 (Includes Section I, V, VI, VII, VIII & IX)

Please read the Application Instructions at
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
prior to filling out this application

Project name:

For Caltrans use only: ___TAP ___STP ___RTP ___SRTS ___SRTS-NI ___SHA
___DAC ___Non-DAC ___Plan

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I. GENERAL INFORMATION

Project name:

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING ATP funds Requested \$ _____ Matching Funds (If Applicable) \$ _____ Other Project funds \$ _____ TOTAL PROJECT COST \$ _____
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	
4. APPLICANT CONTACT (Address & zip code)	5. PROJECT COUNTY(IES):
6. CALTRANS DISTRICT #- Click Drop down menu below	7. Application # _____ of _____ (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	

Master Agreements (MAs):

11. ☐ Yes, the applicant has a FEDERAL MA with Caltrans.
12. ☐ Yes, the applicant has a STATE MA with Caltrans.
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☐ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name:

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
- ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
☐ Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☐ Bicycle and/or Pedestrian infrastructure
- Bicycle only: ☐ Class I ☐ Class II ☐ Class III
Ped/Other: ☐ Sidewalk ☐ Crossing Improvement ☐ Multi-use facility

Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

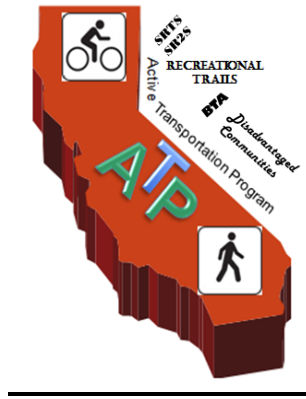
26. SCHOOL NAME & ADDRESS:

27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- ☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 2 (Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

(Please read the “ATP instructions” document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

- Project Location** - Sawmill Rd. between US Hwy 50 and Incline Road, South Lake Tahoe, CA 96150
- Project Coordinates** Latitude (Decimal degrees) Longitude (Decimal degrees)
- Project Description** – The Sawmill Bike Trail Safe Access Project (Project) will construct a Class 1 pedestrian and bicycle facility that connects the Sawmill 1B Bike Path Project to the Sawmill 2B Bike Path Project. The Project is greatly needed for safety and will increase ridership.
- Project Status** – The Project is shovel ready. The Project Plans & Specifications are complete; Permits have been obtained; and CEQA & NEPA are complete. All that is needed is construction funding.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding

El Dorado County (County) requires construction funding to complete its Class 1 bicycle and multi-use path network that connects the community of Meyers to the “Y” in South Lake Tahoe. The Project will connect the County’s Sawmill 1B Bike Path to the County’s Sawmill 2B Bike Path and is greatly needed for gap closure and safety. Currently, users must travel along Sawmill Road, which is substandard, to get from one bike path to the other. The proposed Project was part of the County’s Sawmill 2B Bike Path project, but was separated due to funding. The Project is shovel ready – the Project Plans and Specifications are complete; Permits have been obtained; and CEQA & NEPA are complete.

2. Consistency with Regional Transportation Plan (100 words or less)

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The Tahoe Metropolitan Planning Organization’s (TMPO) December 2012 Regional Transportation Plan (RTP) identifies the proposed Project as a priority. The Project is also identified as a priority in the TMPO’s 2010 Lake Tahoe Bicycle and Pedestrian Plan and supports the other Lake Tahoe Bikeway projects being submitted to ATP in this round.

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe how your project encourages increased walking and bicycling, especially among students.

This Project will encourage increased walking and bicycling, especially among students, because it will provide the last needed connection in the Class 1 bike path network between the community of Meyers and the “Y” in South Lake Tahoe. The bicycle and multi-use path network ends at the South Tahoe High School and provides significant connectivity from surrounding neighborhoods to that school. Also, the Lake Tahoe Environmental Science Magnet Elementary School is in the community of Meyers, which can be accessed via the proposed Project. The Project greatly enhances safety and will allow students, and other users to travel via a Class 1 bike and multi-use path from their homes to schools, shopping, recreation and other community services. The Project ties in with the County’s Lake Tahoe Blvd. Enhancement Project, a Class 1 bike path project, which received Safe Routes to School funding.

South Lake Tahoe is a very outdoor oriented, active-lifestyle community situated in the Sierra Nevada Mountains with many incredible outdoor recreational opportunities. As a result, a significant portion of our populace, including our youth, is very active. The Tahoe youth are encouraged by parents and teachers through their actions to remain fit and enjoy the outdoors as a lifestyle choice. Toward that end, the proposed bike and multi-use path Project will provide students, teachers and parents an opportunity to safely enjoy the outdoors and remain fit while traveling to and from school/work.

The Lake Tahoe Unified School District (LTUSD) Superintendent, Dr. James Tarwater and his staff, have developed programs to encourage students to bicycle and walk to school (Governor’s Challenge, SLT Wellness Challenge, Bike Rodeo, Bike Club), however when there are not safe

routes for the students to take, they are not encouraged by the school or by parents to use those modes of transportation while traveling to school. By implementing this Project, we will provide a direct benefit to the students who want to walk or ride their bikes but don't because of the unsafe situation that exists along Sawmill Road. In support of these goals the LTUSD, in conjunction with the Tahoe Transportation District, is applying for a separate project under ATP, the LTUSD Safe Routes to Schools Project, which will focus on both infrastructure and long-term programs to encourage biking and walking to school.

- B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

In past meetings with Superintendent Tarwater, he has expressed enthusiasm about further developing the LTUSD's strategy to encourage more students to walk/bicycle to school. Per the School District's record data, 1,170 students currently attend South Tahoe High School and based on past School District estimates, approximately 5% of those students currently ride or walk to school. Through incentive programs and through targeted education and outreach programs, Dr. Tarwater feels that with construction of this Project, which is similar to other projects that he has monitored in his tenure, that the number of students riding and/or walking to school could be raised to as much as 15%. With the new bike and multi-use path connectivity, hundreds of additional students will have the opportunity to ride their bicycles along a designated Class 1 bicycle path to and from the high school.

Also, based on other measures that have been implemented through the years at other LTUSD schools to enhance safety and encourage walking and bicycling (sidewalks, bike lanes, etc.), which have led a noticeable increase in ridership based on teacher/faculty observations, we are confident that ridership will increase following construction of this Project. In talking with parents at our public meetings, many high school students have bicycles that are used for the tremendous recreational opportunities that exist in Lake Tahoe, but the bicycles are not used for

transport to school because of unsafe routes. This Project aims to help correct that deficiency and increase ridership.

On August 13, 2009, the County collected ridership data and conducted user surveys along its Sawmill 1 bike path, which connects directly to the proposed Project. One survey point was at the intersection of US Hwy 50 and Sawmill Rd., which is where the proposed Project is located. Those surveys found that 98 bikers and walkers used the path that day. From the survey results 17% of the users said they wouldn't have made the trip if the trail didn't exist. 50% of the users said that they would be traveling in the roadway if the trail didn't exist. From the survey, 17% of users were shopping, 17% were performing other errands, 33% were commuting and 33% were recreating. Based on these results and other discussions with the public, the County is confident that the ridership can increase greatly once the entire Class 1 bike path network is created.

Lake Tahoe also coordinates a very successful bike to school/work two weeks every year where teams are organized and miles are logged to see which team rides the furthest, climbs the highest or has the highest number of participants in their organization. The event is put on by the Lake Tahoe Bicycle Coalition. Participation has increased each year and the School District is a large participant in the competition. Prizes are awarded, and students see how 'cool' it is to ride their bikes to school. This program will no doubt be an even greater success with the implementation of our proposed bike and multi-use path.

Finally, the County's Transportation Division will utilize its current Maintenance crews to maintain the path to ensure that it is clean and safe for riders and walkers to continue to sustain its use after the Project is completed. The County is obligated through other public funding to maintain its bike paths for a minimum of 20 years, however once this Project is installed, the bike path will become part of the County infrastructure and will be maintained in perpetuity.

The County receives Measure S funds every year, which was passed in South Lake Tahoe, CA to

provide for a stable local funding source to maintain pedestrian facilities, and the new Project will qualify for this funding source.

- C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The Project improves walking and bicycling routes to and from the South Tahoe High School and the Lake Tahoe Environmental Science Magnet Elementary School. The Project also provides connectivity for residents and visitors to transit facilities at the “Y” in South Lake Tahoe. Further, the Project provides connectivity to employment opportunities both in Meyers and in South Lake Tahoe; where local businesses and services are primarily located. Finally, the Project provides connectivity to the many incredible recreational opportunities that exist in the Lake Tahoe Basin including Washoe Meadows State Park, Sawmill Pond, many United States Forest Service public lands and beaches, rock climbing areas, mountain biking trails, and California Tahoe Conservancy river access areas.

- D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The Project greatly improves connectivity and removes a barrier to mobility by closing the last gap in the County’s bike and multi-use path network that connects the community of Meyers and the “Y” in South Lake Tahoe. See the enclosed Vicinity Map to view the County’s existing network and how the proposed Project provides that last gap closure in its non-motorized facilities. Currently, users must travel along Sawmill Rd., which is substandard to connect between the existing Class 1 bike paths.

- Projects with significant potential- 21 to 30 points
- Projects with moderate potential- 11 to 20 points
- Projects with minimal potential- 1 to 10 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

As described above, the Project will greatly enhance safety by closing the last remaining gap in the County's Class 1 bike and multi-use path network between Meyers and the "Y" in South Lake Tahoe. The existing gap is very dangerous because users must travel along Sawmill Rd. between the existing Class 1 bike paths. Sawmill Rd. currently has two 11' travel lanes, with no paved shoulders. Speed limits along the road are marked at 45 MPH and 35 MPH, however because Sawmill Rd. serves as a connector street, vehicles are regularly seen going faster than the posted speed limit. Average Daily Traffic (ADT) on Sawmill Rd. was 978 in September of 2013. The location of the proposed Project is at the intersection of Sawmill Rd. and US Hwy 50, which is a dangerous intersection for users because no crosswalks or pedestrian facilities currently exist. In order to legally use the existing bike path network, riders traveling from Meyers to South Lake Tahoe must cross Sawmill Rd. after they leave the Sawmill 1B bike path and ride or walk along Sawmill Rd. until they reach the Sawmill 2B bike path. There, they will need to cross Sawmill Rd. again, where no pedestrian crossing facilities exist. This presents a very dangerous situation for pedestrian users.

B. Describe if/how your project will achieve any or all of the following:

- **Improves compliance with local traffic laws** – Yes, the Project will improve compliance with local traffic laws by allowing users to travel along a Class 1 bike path instead of traveling potentially in the wrong direction along Sawmill Rd. Users have been seen riding against traffic because they want to stay on the south side of Sawmill Rd., where the bike path network exists, instead of crossing Sawmill Rd., as described above, to ride on the legal side of the road.

- **Eliminates behaviors that lead to collisions** – Yes, as described above, the Project will eliminate pedestrian behaviors that lead to collisions by providing a safe and complete network for pedestrian users to travel along. The Project will also prevent users from having to cross Sawmill Rd. and from traveling in on the wrong side of Sawmill Rd. to connect to the existing bike paths.
- **Addresses inadequate bicycle facilities, crosswalks or sidewalks** – Yes, as described above, inadequate bicycle facilities currently exist and the proposed Project will directly correct the problem by closing the last remaining gap in the Class 1 bike path network.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Since 2004, according to the California Highway Patrol, 22 vehicular accidents have occurred on Sawmill Rd. Of those accidents, 11 involved injuries and one involved a cyclist. County staff has observed dangerous interactions between cyclists and vehicles on Sawmill Rd. due to the narrowness and sight distances of the roadway. Also, County staff has heard from surrounding residents that vehicles tend to travel at a high rate of speed along Sawmill Rd., creating dangerous situations for pedestrians. See the enclosed photographs for a better understanding of the existing roadway conditions.

- Projects with significant potential- 16 to 25 points
- Projects with moderate potential- 8 to 15 points
- Projects with minimal potential- 1 to 7 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The community based public participation process for the Project included two public meetings, which were held on August 23, 2007 and August 27, 2008. The Project meetings were for the County's Sawmill 2 Bike Path Project, which includes the proposed Project. At the first public meeting, the County provided the public with information on the existing conditions, existing problem areas and draft conceptual alternatives and asked the public to express their concerns about potential environmental impacts from the Project. The public was also invited to identify opportunities and constraints in the Project area, which included visually documenting proposed locations for the bike path and erosion control features on a large aerial photograph of the area. Public notices for the August 2007 meeting were mailed to all property owners within a 300 foot radius of the Project boundary. A second public meeting on the Project was held on August 28, 2008 to discuss the proposed Project/preferred alternative. Invitations to the August 2008 meeting were also mailed to all property owners within a 300 foot radius of the Project boundary.

The County also met with the Project Development Team (PDT) during the project planning process to identify problems and to develop and refine Project alternatives. The PDT consists of resource agency representatives in the Lake Tahoe Basin, including, but not limited to, the Tahoe Regional Planning Agency, USFS-Lake Tahoe Basin Management Unit, California Tahoe Conservancy, Tahoe Resource Conservation District, and Lahontan Regional Water Quality Control Board. The Lake Tahoe Bicycle Coalition is also part of the PDT. After the development of the Project goals and objectives, a Feasibility/Existing Conditions Report was produced, which was provided to the PDT and the public in October 2007. The County then

produced a Draft and Final Project Alternatives Evaluation Report based on comments received from the PDT and public at the scoping meeting. These documents were provided to the PDT and public in July & November 2008. A Final Preferred Alternative Report was then developed based on those recommendations and was provided to the PDT and public in November 2008.

- B. Describe the local participation process that resulted in the identification and prioritization of the project: The Project utilized the Lake Tahoe Basin Storm Water Quality Improvement Committee's (SWQIC) Formulating and Evaluating Alternatives document for guidance in moving towards the selection of a preferred Project alternative, which satisfied the intent of the Lake Tahoe Environmental Improvement Program. The process of evaluating and selecting a preferred alternative for this Project included the production and analysis of the following documents:

- Existing Conditions/Feasibility Report (ECFR) (Stantec/County 2007)
- Draft/Final Project Alternatives Evaluation Report (DPAER) (County 2008)
- Final Preferred Alternative Report (PAR) (County 2008)

In September 2007, the County completed the ECFR which investigated and described the physical and environmental characteristics of the Project area and vicinity that were relevant to the design of the Project. The information collected and analyzed as part of the existing conditions analysis provided the PDT and other stakeholders with a clear representation and analysis of existing conditions and their relationship to or impact on the constructability and location of the bike path. The information presented in the ECFR directly informed the development of Project alternatives. The County then completed a DPAER, which compiled, analyzed and scored three different conceptual Projects, each with unique bike path alignments and water quality alternatives. The DPAER utilized the goals and objectives, as well as the opportunities and constraints, identified in the ECFR to investigate the range of alternatives for the bike path.

As described above, the County conducted several public meetings and sought input and feedback from users to help identify the preferred project alternative. In December 2008, the County

completed the PAR, based on feedback and project scoring from the PDT and the public, which presented the preferred Project alternative.

C. Is the project cost over \$1 Million? Y/N

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N

Below is the link to the TMPO's 2010 Lake Tahoe Region Bicycle and Pedestrian Plan. The

Project, which is part of the Sawmill 2B Bike Path Project, is highlighted as a regional priority.

<http://tahoempower.org/documents/bpp/Chapters/2010bpp.pdf>

- Projects with substantial participation of community members- 11 to 15 points
- Projects with moderate participation of community members - 6 to 10 points
- Projects with minimal participation of community members- 1 to 5 points
- Projects with no participation of community members- 0 points

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS (0-10 POINTS)

- A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

The County presented three feasible alternatives for the bike and multi-use path alignment along Sawmill Road. Alternative 1 was a Class 1 bike path along the south side of Sawmill Rd.

Alternative 2 was Class 2 bike lanes on each side of Sawmill Rd., with a mid-block crossing on Sawmill Rd. Alternative 3 was a combination of Alternatives 1 and 2. Each had pros and cons that were outlined and analyzed in the PAER described above. Each alternative was weighted using an evaluation matrix consisting of several factors that affected the feasibility and effectiveness of each alternative. These were factors like: cost, connectivity, safety, effects to sensitive species and cultural sites, scenic quality, permitability, fundability, etc. Once each alternative was scored, the PDT and public had a chance to weigh in and decide on the preferred Project alternative.

The intersection of Sawmill Rd. and US Hwy 50 presents a dangerous situation due to high vehicle speeds, topographical challenges in the area, a narrow roadway and a lack of pedestrian facilities. Also, as the bike and multi-use path alignment approaches US Highway 50, a significant grade change occurs, where fill has been placed in the stream environment zone (SEZ) to create Sawmill Rd. The fill slope represents historically disturbed SEZ areas; however environmentally sensitive lands are present on both sides of the road.

Because the primary goals of the Project were safety and connectivity, those factors ranked the highest in the evaluation process. After the alternatives were presented to the public and the PDT, and the Alternatives were scored, the County selected Alternative 1. Alternative 1 will construct a retaining wall at the toe of the existing fill slope in order to further fill the area where the bike and multi-use path can be constructed. The bike and multi-use path has been designed to

avoid and/or minimize impacts on the environment and provide the safest connectivity alternative, while still meeting the stated goals and objectives of the Project.

As described, near US Hwy 50 there is not sufficient room to construct Class 2 bike lanes, outlined in Alternative 2, on both sides of Sawmill Road due to the abrupt elevation change between the road surface and the wet meadows below. In order to install these alignments, either two retaining walls would have to be installed at the toe of the fill slope above the SEZ and the road widened to accommodate the additional bike lanes, or the bike lanes would have to be cantilevered adjacent to the road. This Alternative became less desirable after the costs were analyzed and the public and PDT were not in favor of having a crosswalk across Sawmill Rd. at the US 50 Hwy intersection due to safety concerns. Alternative 3 was eliminated due to similar concerns, primarily because of the need for crossing Sawmill Rd.

- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\text{Benefit*}}{\text{Total Project Cost}}$ and $\frac{\text{Benefit*}}{\text{Program Funds Requested}}$).

The County has calculated the cost to benefit ratio for the Proposed Project and has outlined its findings below. The County utilized a December 11, 2009 report entitled *Environmental, Economic and Public Health Impacts of Shared Use Paths in Lake Tahoe*, prepared by Alta Planning + Design and LSC Transportation Consultants for the Tahoe Regional Planning Agency. That Report provides direction, based upon the journal article cited below the table, on calculating average per capita health care savings resulting from the increased physical activity of riding bikes and walking. See the table below for the specific assumptions and calculations that the County used to obtain its results.

There are other benefits that result from the Project that the County has not objectively calculated. These include - a reduction in vehicle miles travelled, a reduction in greenhouse gas emissions and a reduction in pedestrian related traffic accidents. These impacts relate directly to

the goals of the Active Transportation Program (ATP). All of these impacts have an additional benefit above and beyond what is calculated below.

Health Care Calculations - Sawmill Bike Trail Safe Access Project									
Existing Condition			Post-Project						
Average Daily Vehicle Trips*	Proposed Bike Path Length (mi)	Average Bike Path Length Usage Miles per Day	Post Project % Reduction in Trips	Average Daily Reduction in Miles	Average Annual Reduction in Miles	# of Daily Riders**	# of Annual Individual Riders***	Per Capita Annual Health Savings****	Health Saving Cost Per year
978	0.2	196	10%	20	7,139	98	8,802	\$137	\$1,205,874.00
* Source: El Dorado County DOT 2013 Traffic Counts									
** Assumes 10% of daily traffic									
*** Assumes 180 rider days per year and half the daily riders are repeat riders									
**** From Andreyeva, T. and R. Sturm. (2006) Physical Activity and Changes in Health Care Costs in Late Middle Age. Journal of Physical Activity and Health, 3, S6-S19.									

The benefit to total Project cost ratio is $\$1,205,874.00 / \$1,085,130.00 = 1.11$

The benefit to ATP cost ratio is $\$1,205,874.00 / \$750,000.00 = 1.61$

- Applicant considers alternatives and exceptionally justifies the project nominated - 5 points
- Applicant considers alternatives and adequately justifies the project nominated - 3 to 4 points
- Applicant considers alternatives and minimally justifies the project nominated - 1 to 2 points
- Applicant did not consider alternatives or justify the project nominated - 0 points

- Applicant logically described how project benefits were quantified and has a benefit-cost ratio greater than 1 - 5 points
- Applicant logically described how project benefits were quantified and has benefit-cost ratio less than 1- 3 points
- Applicant did not logically describe how project benefits were quantified - 0 points

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH (0-10 points)

- A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The Project is directly aimed at improving public health by installing a critical bike and pedestrian Class 1 bike path that closes a gap in the existing network. The Project is particularly targeted at school children and allows many neighborhoods to be connected to the South Tahoe High School and the Lake Tahoe Environmental Science Magnet Elementary School. According to www.kidsdata.org, South Lake Tahoe has a 34.6% obesity rate. Also according to www.kidsdata.org, students meeting all fitness standards in Grade 5 was 20.9%, Grade 7 was 27.6% and Grade 9 was 40.4%. The overall student body eligible to receive free or reduced lunches in the Lake Tahoe Unified School District is 62%. This data tells us that despite the recreational opportunities present in Lake Tahoe, there is a relatively unfit student body that may not be eating the healthiest foods. Also, per the CalEnviroScreen Data, 12% of South Lake Tahoe residents have asthma. By providing a complete and safe bike path network, alternate modes of transportation, and continuing to outreach to the schools and community, the County is confident that ridership will continue to increase on the bike path network, which will directly benefit public health.

- Applicant exceptionally described how the project will improve public health and addresses high risk populations- 7 to 10 points
- Applicant adequately described how the project will improve public health and addresses high risk populations - 4 to 6 points
- Applicant minimally described how the project will improve public health - 1 to 3 points
- Applicant did not describe how the project will improve public health - 0 points

IV. NARRATIVE QUESTIONS- continued

6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. I. Is the project located in a disadvantaged community? Y/N

II. Does the project significantly benefit a disadvantaged community? Y/N

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: \$ _47,264_____
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: _9.49_____
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: _58___ % (South Tahoe High School Data)

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

N/A

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

The Project improves walking and bicycling routes to and from the South Tahoe High School.

The Project also provides connectivity for residents and visitors to transit facilities at the “Y” in

South Lake Tahoe. Further, the Project provides connectivity to employment opportunities in

South Lake Tahoe. Finally, the Project provides connectivity to the many recreational

opportunities that exist in the Lake Tahoe Basin including Washoe Meadows State Park, many

United States Forest Service public lands and beaches and California Tahoe Conservancy river

access areas. 100% of the ATP funds will be used to create these benefits to the community.

- Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community- 5 points
- Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 3 points
- Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 1 points

- 80% to 100% of project funding benefits the disadvantaged community- 5 points
- 60% to 79% of project funding benefits the disadvantaged community- 4 points

- 40% to 59% of project funding benefits the disadvantaged community- 3 points
- 20% to 39% of project funding benefits the disadvantaged community- 2 points
- 1% to 19% of project funding benefits the disadvantaged community- 1 points
- 0% of project benefits the disadvantaged community- 0 points

IV. NARRATIVE QUESTIONS- continued

7. **USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)**

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description
Project Map

Detailed Estimate
Preliminary Plan

Project Schedule

The corps agencies can be contacted at:

California Conservation Corps at: www.ccc.ca.gov

Community Conservation Corps at: <http://calocalcorps.org>

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N ☒

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

Mark Hanson, California Conservation Corps – Tahoe Center, mark.hanson@ccc.ca.gov, (530) 577-0850, May 14, 2014.

- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N ☐

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N ☒

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

Revegetation, fence building, erosion control.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

N/A

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
- The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

IV. NARRATIVE QUESTIONS- continued

8. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)

- A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

El Dorado County has no past grant failures and is in the business of constructing capital improvement projects in the Lake Tahoe Basin. Since 1982, the County has constructed approximately 50 large scale water quality, erosion control, stream restoration, bridge construction and bicycle path projects. In order to construct those projects, the County has been successful in receiving and/or spending almost \$29 million dollars and has delivered every project that it has started, including five bicycle path projects. For the past several years, the County has constructed two or three large scale projects every summer. The County currently has a staff of planners, designers, maintenance workers, surveyors, monitoring specialists and engineers who are trained at producing environmental documents, designing projects, surveying, producing construction contract documents, performing construction site management and conducting post-project monitoring.

The County currently does not anticipate any issues or concerns that would impact the delivery of the Project. Approximately \$1,944,000 of funding has already been obtained by the County for this Project and the momentum is there to construct this Project with this additional funding. The County is confident that it can deliver a successful Project on time to serve the needs of Lake Tahoe's students, teachers, parents and greater public.

- The applicant has no past grant experience or has performed satisfactorily on past grants - 0 points
- The applicant has not performed satisfactorily on past grants and/or has not adequately described how they will deliver this project (-)10 points

Project name:

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as “Non-infrastructure” in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input type="checkbox"/> New Project					Date: 5/19/14	
District	EA	Project ID		PPNO	MPO ID	TCRP No.
03				3125		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ED				El Dorado County		
				MPO	Element	
				TRPA	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Brendan Ferry		(530) 573-7905		brendan.ferry@edcgov.us		
Project Title						
Sawmill Bike Trail Safe Access Project						
Location, Project Limits, Description, Scope of Work <input type="checkbox"/> See page 2						
In eastern El Dorado County, in the Lake Tahoe Basin, north of the Upper Truckee River and west of US Highway 50/ State Route 89, along Sawmill Road from Incline Road to the intersection with US Highway 50/ State Route 89. The Project will construct an eight (8) foot wide Class 1 bike and multi-use path connecting the County's Sawmill 1B bike path to the County's Sawmill 2B bike path.						
<input type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	El Dorado County					
PS&E	El Dorado County					
Right of Way	El Dorado County					
Construction	El Dorado County					
Purpose and Need <input type="checkbox"/> See page 2						
The purpose of the Project is to provide non-motorized access and continue the pedestrian and bicycle path network in the region to connect the community of Meyers and the City of South Lake Tahoe. It closes the last remaining gap in the bike path network connecting the community of Meyers to the 'Y' in South Lake Tahoe. The Project also greatly improves safety. Once constructed, users will enjoy a safer and more enjoyable recreation and transportation experience. This multi-use path will link residents and visitors to the schools, businesses and many recreational opportunities surrounding Meyers and South Lake Tahoe.						
Project Benefits <input checked="" type="checkbox"/> See page 2						
The multi-use path maximizes safety, enhances user experience, provides opportunities for recreation and non-motorized transportation and offers an understanding of the natural resources aspects and context of the Lake Tahoe Basin. Benefits of closing the gap and connecting the bike path network include: 1) improving public safety by providing a separate facility off the roadway;						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone						Proposed
Project Study Report Approved						10/27/07
Begin Environmental (PA&ED) Phase						04/11/08
Circulate Draft Environmental Document					Document Type ND/CE	10/05/09
Draft Project Report						08/27/08
End Environmental Phase (PA&ED Milestone)						11/30/10
Begin Design (PS&E) Phase						01/01/14
End Design Phase (Ready to List for Advertisement Milestone)						02/01/15
Begin Right of Way Phase						n/a
End Right of Way Phase (Right of Way Certification Milestone)						n/a
Begin Construction Phase (Contract Award Milestone)						05/01/15
End Construction Phase (Construction Contract Acceptance Milestone)						06/30/15
Begin Closeout Phase						12/31/16
End Closeout Phase (Closeout Report)						12/31/17

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

<input type="checkbox"/> New Project					Date:	5/19/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
03			3125			
Project Title						
Sawmill Bike Trail Safe Access Project						
Additional Information						
<p>Project Benefits cont.</p> <p>2) providing access to the recreational resources surrounding the Meyers area including hiking, mountain biking, equestrian trails, parks, and campgrounds; and, 3) provide access to local businesses, schools, and employment for bicyclist and pedestrians to reduce the vehicle miles travelled (VMT) which reduces the environmental impacts generated by motorized vehicles such as green house gas emissions.</p>						

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/16/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	ED				3125	
Project Title: Sawmill Bike Trail Safe Access Project						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Proposed amounts shown includes funds programmed for the County's Sawmill 2B Bike Path and Erosion Control Project (CIP No. 95192), Federal Aid Project No. CML 5925(121). The Proposed Project was part of the Sawmill 2B Project, but was separated due to funding.
E&P (PA&ED)									
PS&E	248							248	
R/W SUP (CT)									
CON SUP (CT)									
R/W	259							259	
CON		2,187						2,187	
TOTAL	507	2,187						2,694	

Fund No. 1:	California Tahoe Conservancy (CTC)								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									Acquisition & Site Improvement grant from CA Tahoe Conservancy
R/W SUP (CT)									
CON SUP (CT)									
R/W	66							66	
CON		350						350	
TOTAL	66	350						416	

Fund No. 2:	Tahoe Regional Planning Agency (TRPA) Mitigation Funds								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Local
PS&E	161							161	Local funds. Air & Water Quality Mitigation Funds
R/W SUP (CT)									
CON SUP (CT)									
R/W	180							180	
CON		66						66	
TOTAL	341	66						407	

Fund No. 3:	Regional Surface Transportation Program (RSTP)								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State
PS&E	87							87	RSTP
R/W SUP (CT)									
CON SUP (CT)									
R/W	13							13	
CON		472						472	
TOTAL	100	472						572	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/16/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	ED				3125	
Project Title: Sawmill Bike Trail Safe Access Project						

Fund No. 4:	USDA Forest Service								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Federal
PS&E									United States Forest Service (USFS) Southern Nevada Public Lands Management Act (SNPLMA) erosion control grant funds
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		50						50	
TOTAL		50						50	

Fund No. 5:	Congestion Mitigation and Air Quality Program								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									CMAQ programmed amount for CML 5925(121)
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		499						499	
TOTAL		499						499	

Fund No. 6:	Active Transportation Program Cycle 1								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									current request
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		750						750	
TOTAL		750						750	

Project name:

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

PE Phase (includes PA&ED and PS&E)	\$
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$
Total for ALL Phases	\$

*The dollar amounts shown below include funds programmed for the County's entire Sawmill 2B Bike Path Project.

All Non-ATP fund types on this project* (to the nearest \$1000)

Amount

	\$
	\$
	\$
	\$
	\$
	\$

*Must indicate which funds are matching

Total Project Cost

\$

Project is Fully Funded

*If the proposed Project receives this ATP Grant, it will be fully funded.

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$
Request for Safe Routes to Schools Non-Infrastructure work	\$
Request for other Non-Infrastructure work (non-SRTS)	\$
Request for Recreational Trails work	\$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction		

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name:

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

[illegible]

Project name: Sawmill Bike Trail Safe Access Project

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: 
Name: Brendan Ferry
Title: Principal Planner

Date: 5/20/2014
Phone: 530.573.7905
e-mail: brendan.ferry@edcgov.us

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: 
Name: Steve Pedretti
Title: Director, Community Development Agency

Date: 5/20/2014
Phone: 530.621.6543
e-mail: steve.pedretti@edcgov.us

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: _____
Title: _____

Phone: _____
e-mail: _____

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

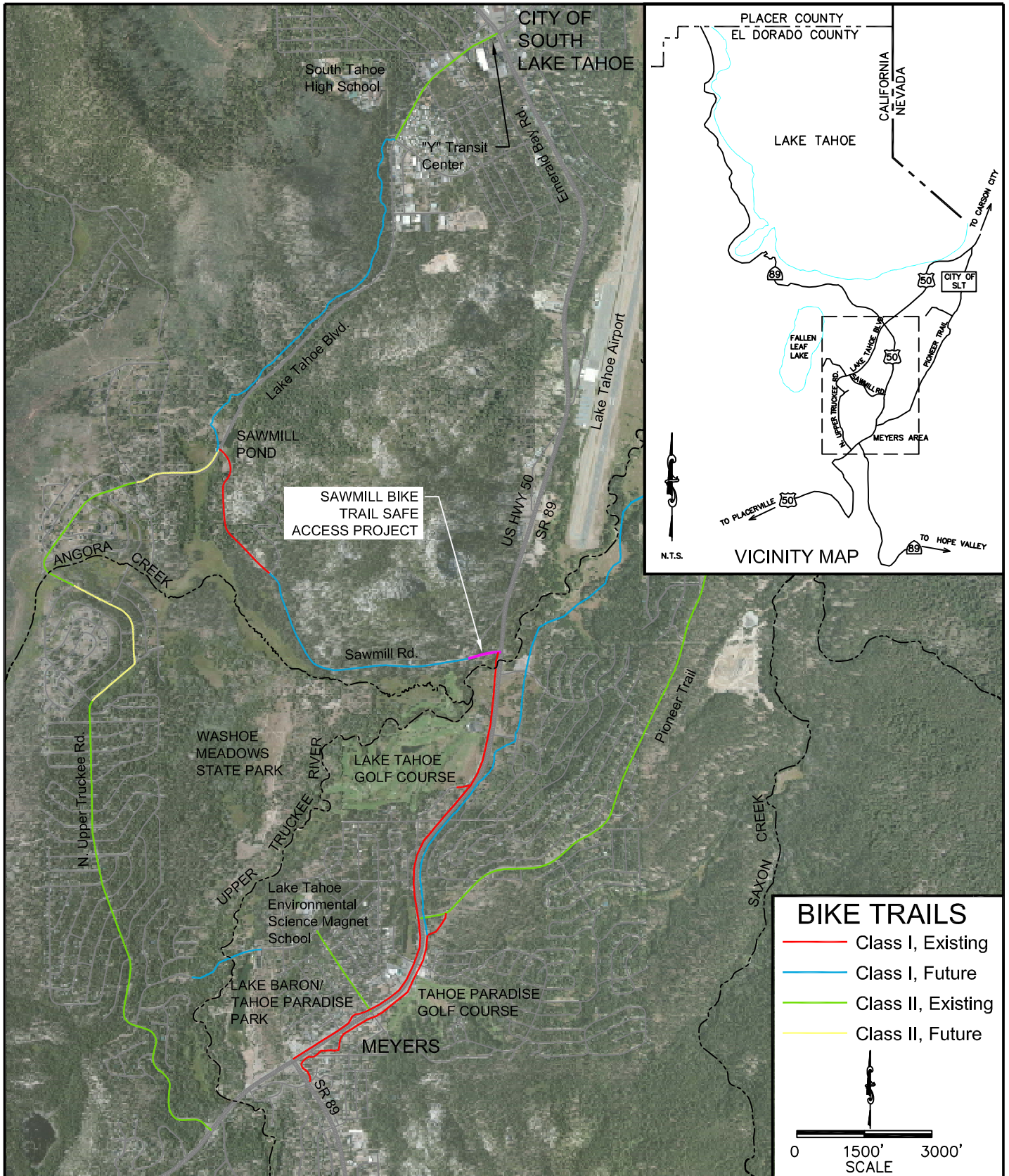
*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:

IX. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☐ Vicinity/Location Map- **REQUIRED for all IF Projects**
 - ☐ North Arrow
 - ☐ Label street names and highway route numbers
 - ☐ Scale
- ☐ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - ☐ Minimum of one labeled color photo of the existing project location
 - ☐ Minimum photo size 3 x 5 inches
 - ☐ Optional video and/or time-lapse
- ☐ Preliminary Plans- **REQUIRED for Construction phase only**
 - ☐ Must include a north arrow
 - ☐ Label the scale of the drawing
 - ☐ Typical Cross sections where applicable with property or right-of-way lines
 - ☐ Label street names, highway route numbers and easements
- ☐ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - ☐ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - ☐ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - ☐ Must identify all items that ATP will be funding
 - ☐ Contingency is limited to 10% of funds being requested
 - ☐ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☐ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
* Plan online link is provided in Section IV., question 3.C.
- ☐ Documentation of the public participation process (required)
- ☐ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☐ Additional documentation, letters of support, etc (optional)



COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

SAWMILL BIKE TRAIL SAFE ACCESS PROJECT EL DORADO COUNTY BIKE NETWORK

DATE: 05/2014

PROJECT NO.:

BY: KIS

ACTIVE TRANSPORTATION PROGRAM
Cycle 1 Application

VIII. ADDITIONAL APPLICATION ATTACHMENTS



Sawmill Road

Looking eastbound, approximately 850 feet west of US 50/State Route 89/ Emerald Bay Road



Sawmill Road

Looking eastbound, approximately 700 feet west of US 50/State Route 89/ Emerald Bay Road

VIII. ADDITIONAL APPLICATION ATTACHMENTS



Sawmill Road

Looking eastbound, approximately 650 feet west of US 50/State Route 89/ Emerald Bay Road



Sawmill Road

Looking eastbound, approximately 400 feet west of US 50/State Route 89/ Emerald Bay Road

ACTIVE TRANSPORTATION PROGRAM
Cycle 1 Application

VIII. ADDITIONAL APPLICATION ATTACHMENTS



Sawmill Road

Looking eastbound, intersection at US 50/State Route 89/ Emerald Bay Road



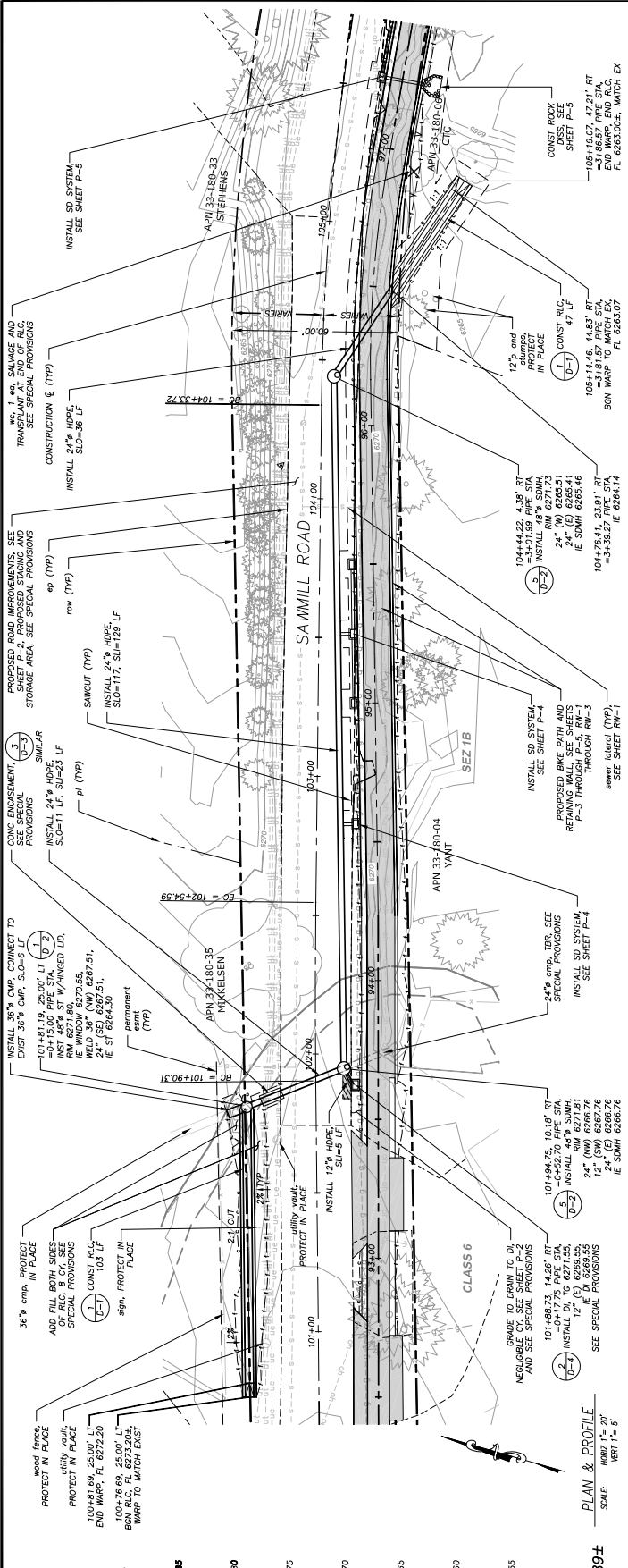
Proposed connection point to the existing Class 1 bike and multi-use path.

[illegible]

!! WARNING !!

THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE ONLY APPROXIMATE. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL UTILITIES EXISTING UNDERGROUND UTILITIES.

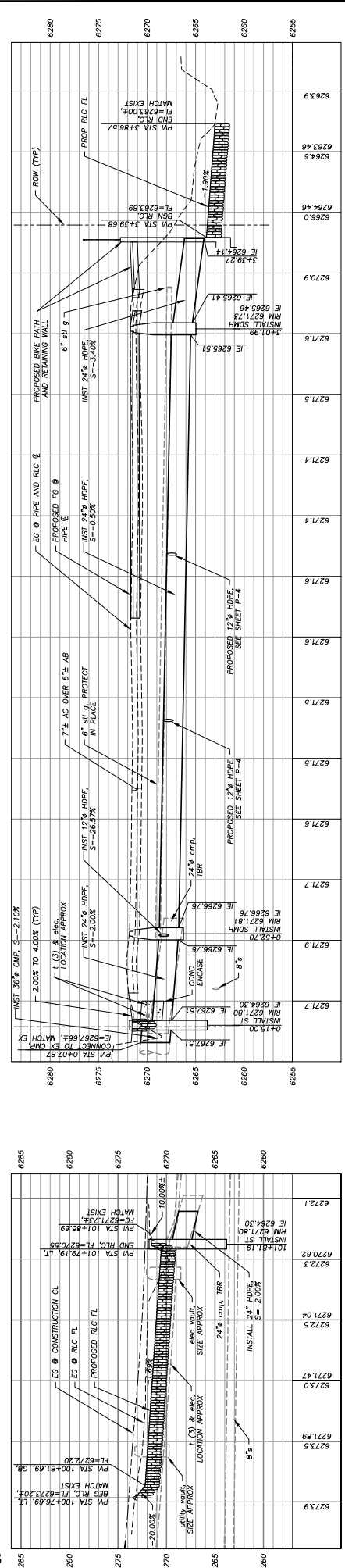
THE PROJECT IS LOCATED IN AN ENVIRONMENTALLY SENSITIVE AREA. CONTRACTOR SHALL TAKE THE NEAREST CARE TO PROTECT AND MAINTAIN EXISTING UNDERGROUND UTILITIES AND MINIMIZE SOIL COMPACTION WITHIN CONSTRUCTION AREAS.



PLAN & PROFILE

SCALE: HORIZ 1" = 20' VERT 1" = 5'

PIPE AND DI NEAR STA 101+80±



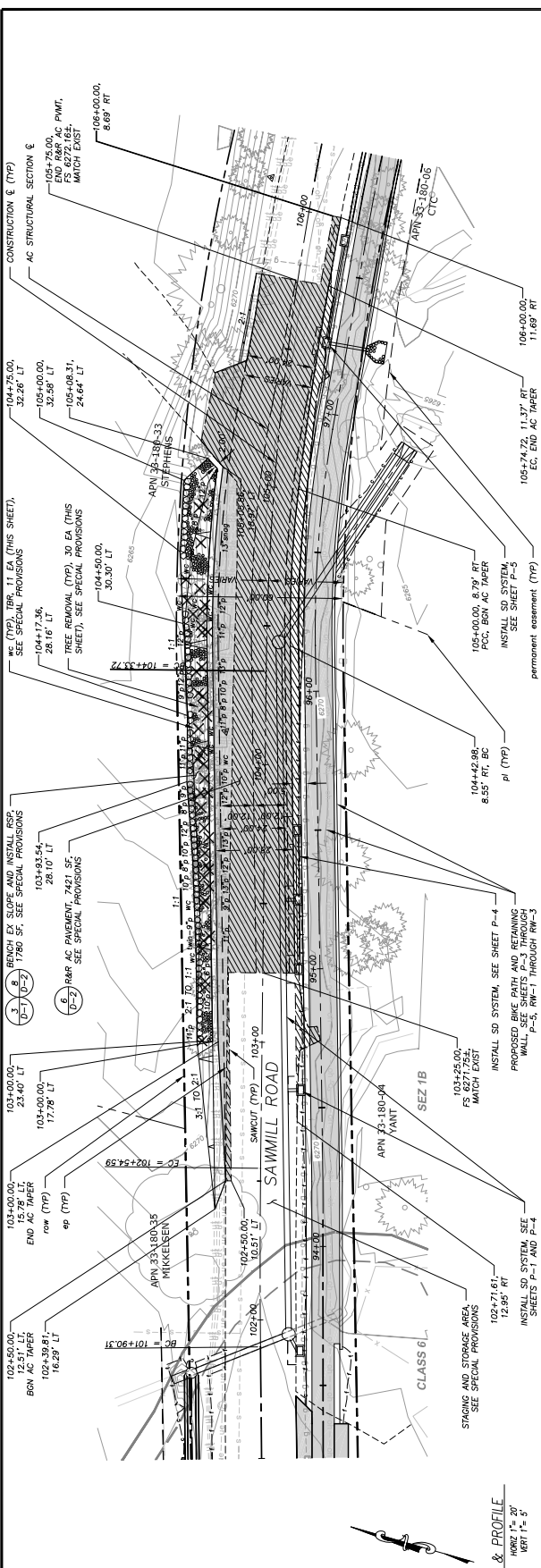
PRELIMINARY

24" HDPE AND RLC

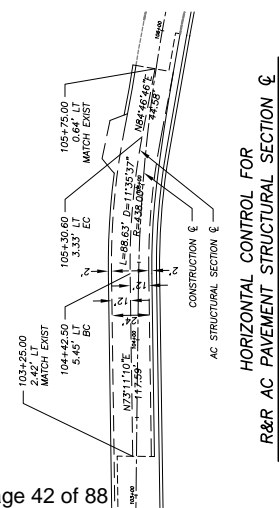
REVISION NO. DATE DESCRIPTION BY		PREPARED UNDER THE SUPERVISION OF: REGISTERED CIVIL ENGINEER DATE:		DRAWN: ALD CHECKED: DSP ROAD NUMBER:		COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY TRANSPORTATION DIVISION		SAMMILL BIKE TRAIL SAFE ACCESS PROJECT SAWMILL ROAD PLAN AND PROFILE STA 100+75.00 TO STA 105+75.00		SHEET P-1 4 OF 19 PW 11-30593 OP NO. 95192	
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!! WARNING !!
 LOCATION AND ELEVATION OF EXISTING UTILITIES SHOWN ON THESE PLANS ARE ONLY APPROXIMATE. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL EXISTING UNDERGROUND UTILITIES.

THIS PROJECT IS LOCATED IN AN ENVIRONMENTALLY SENSITIVE AREA. CONTRACTOR SHALL TAKE THE NEAREST CARE TO PROTECT AND MAINTAIN EXISTING VEGETATION AND MINIMIZE SOIL COMPACTION WITHIN CONSTRUCTION AREAS.

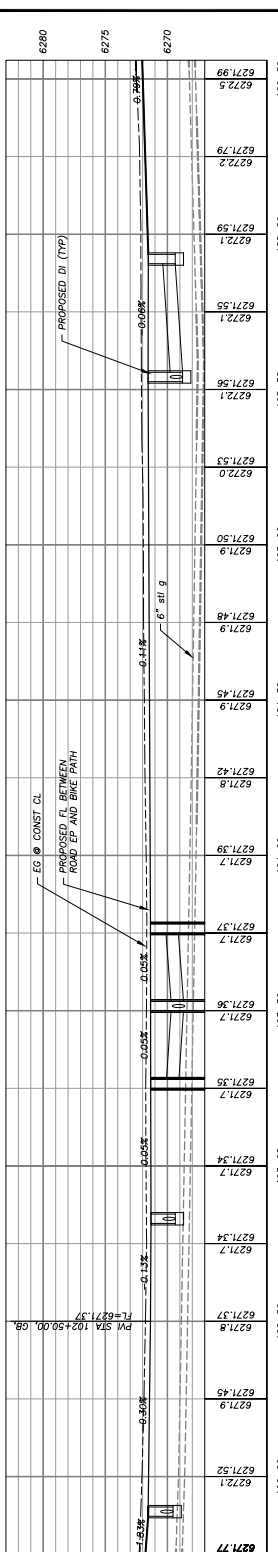


PLAN & PROFILE
 SCALE: 1"=40'



HORIZONTAL CONTROL FOR
 R&R AC PAVEMENT STRUCTURAL SECTION

SCALE: 1"=40'

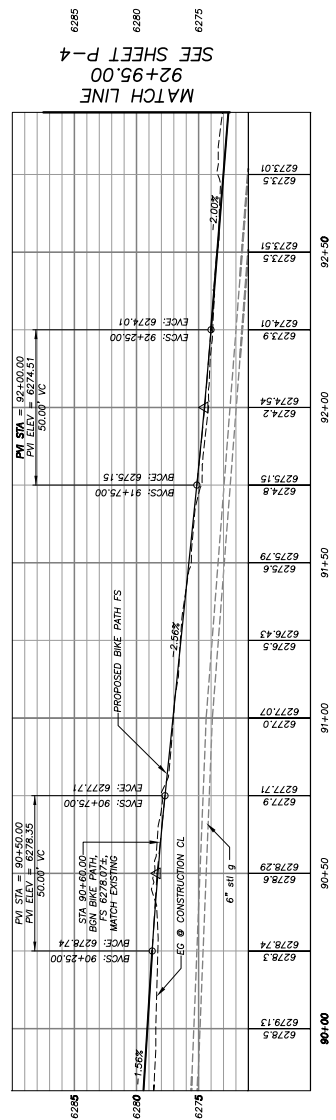
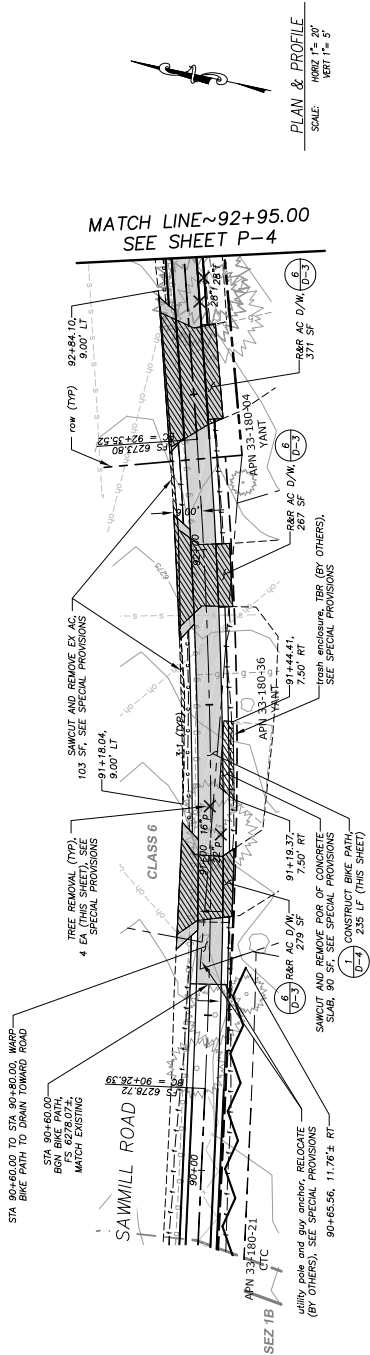


PRELIMINARY


COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY TRANSPORTATION DIVISION		SAMMILL BIKE TRAIL SAFE ACCESS PROJECT SAWMILL ROAD PLAN AND PROFILE STA 101+50.00 TO STA 106+25.00	
SHEET P-2 5 OF 19 PW 11-30553 OP NO. 95192		DESIGNED: _____ CHECKED: _____ DATE: 02/2014 ROAD NUMBER: _____ REGISTERED CIVIL ENGINEER: _____ DATE: _____	
PREPARED UNDER THE SUPERVISION OF: _____ REGISTERED CIVIL ENGINEER: _____ DATE: _____		REVISION NO. _____ DATE _____ DESCRIPTION _____	

!! WARNING !!
THE LOCATION AND/OR ELEVATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE ONLY APPROXIMATE. CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF ALL EXISTING UNDERGROUND UTILITIES.

NOTE:
THIS PROJECT IS LOCATED IN AN ENVIRONMENTALLY SENSITIVE AREA. THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO PROTECT EXISTING NATURAL VEGETATION AND MINIMIZE SOIL COMPACTION WITHIN CONSTRUCTION AREAS.

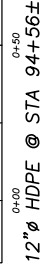


PRELIMINARY

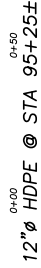
REVISION NUMBER DATE DESCRIPTION	DESIGNED A.L.D. CHECKED D.S.P. ROAD NUMBER DATE	DRAWN A.L.D. DATE 02/2014 ROAD NUMBER DATE	 COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY TRANSPORTATION DIVISION	Sawmill Bike Trail Safe Access Project BIKE PATH PLAN AND PROFILE STA 89+80.00 TO STA 92+95.00	SHEET P-3 6 of 19 PW 11-30553 OP NO. 95192

THE LOCATION AND/OR ELEVATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE ONLY APPROXIMATE. CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF ALL EXISTING UNDERGROUND UTILITIES.

NOTE: THIS PROJECT IS LOCATED IN AN ENVIRONMENTALLY SENSITIVE AREA. THE CONTRACTOR SHALL EXERCISE UTMOST CARE TO PROTECT AND MAINTAIN EXISTING VEGETATION AND MINIMIZE SOIL COMPACTION WITHIN CONSTRUCTION AREAS.



PLAN & PROFILE



PRELIMINARY

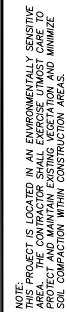
COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

SAWMILL BIKE TRAIL SAFE ACCESS PROJECT
BIKE PATH PLAN AND PROFILE

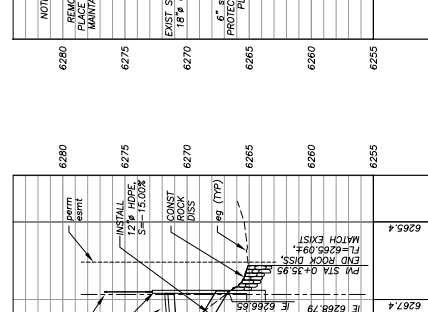
SHEET P-4 7 OF 19	CONTRACT NO. PW 11-30593 CIF NO. 95192
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NOTE: THIS PROJECT IS LOCATED IN AN ENVIRONMENTALLY SENSITIVE AREA. THE CONTRACTOR SHALL EXERCISE UTMOST CARE TO PROTECT AND MAINTAIN EXISTING VEGETATION AND MINIMIZE SOIL COMPACTION WITHIN CONSTRUCTION AREAS.

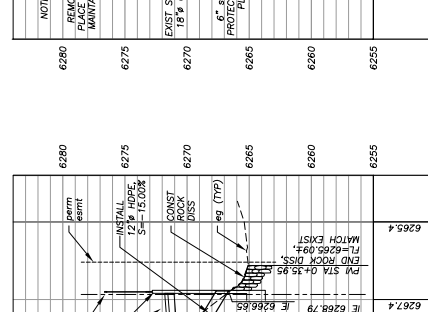
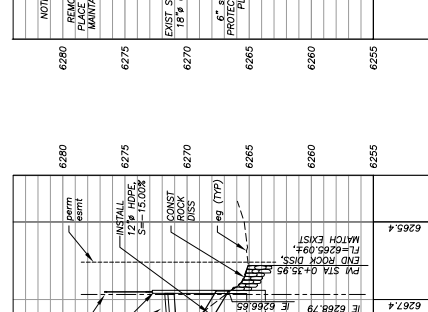
NOTE: THIS PROJECT IS LOCATED IN AN ENVIRONMENTALLY SENSITIVE AREA. THE CONTRACTOR SHALL EXERCISE UTMOST CARE TO PROTECT AND MAINTAIN EXISTING VEGETATION AND MINIMIZE SOIL COMPACTION WITHIN CONSTRUCTION AREAS.



THIS PROJECT IS LOCATED IN AN ENVIRONMENTALLY SENSITIVE AREA. THE CONTRACTOR SHALL EXERCISE UTMOST CARE TO PROTECT AND MAINTAIN EXISTING VEGETATION AND MINIMIZE SOIL COMPACTION WITHIN CONSTRUCTION AREAS.



6280	PERM PLACE MAINT	6275	EXIST 5" 18"	6270	8" PROTECT FL	6265	
6280	perm samit	6275	INSTALL 12" HDPE, 5' - 15.00%	6270	CONCRETE DRAIN DRESS	6265	5' 9" 99.9 veg (TYP)

STA 97+25±⁰⁺⁵⁰ 18"STA 97+25±⁰⁺⁵⁰ 18"

RADIO T AGENCY DIVISION	SAWMILL BIKE TRAIL BIKE PATH PROJECT STA 96+55.5
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RADIO T AGENCY DIVISION	SAWMILL BIKE TRAIL BIKE PATH PROJECT STA 96+55.5
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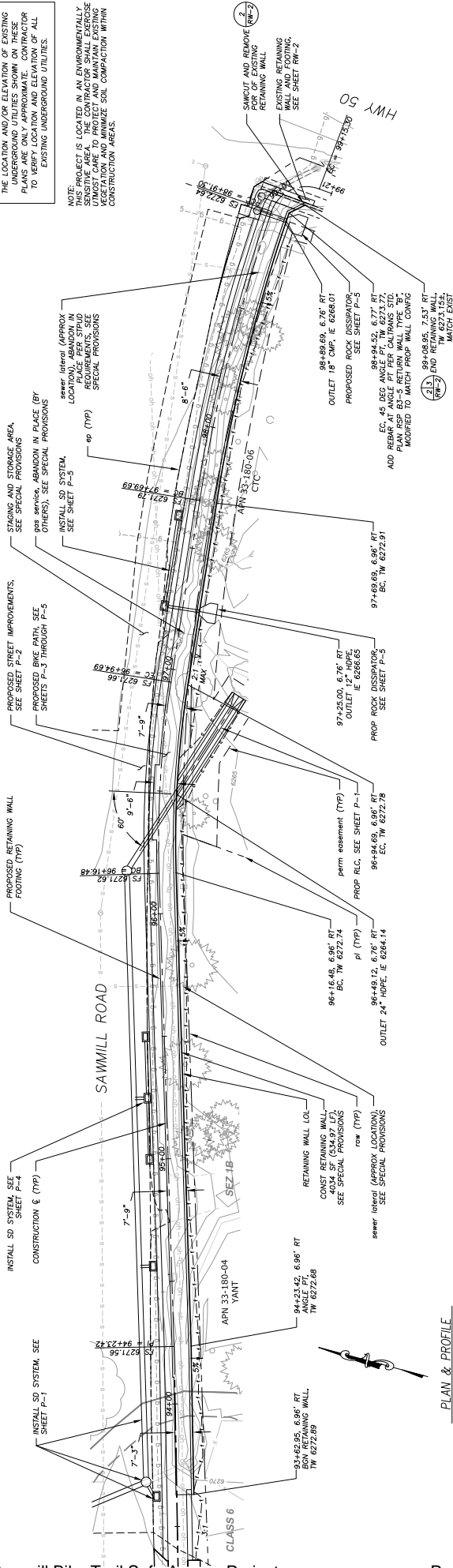
RADIO T AGENCY DIVISION	SAWMILL BIKE TRAIL BIKE PATH PROJECT STA 96+55.5
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RADIO T AGENCY DIVISION	SAWMILL BIKE TRAIL BIKE PATH PROJECT STA 96+55.5
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RADIO T AGENCY DIVISION	SAWMILL BIKE TRAIL BIKE PATH PROJECT STA 96+55.5
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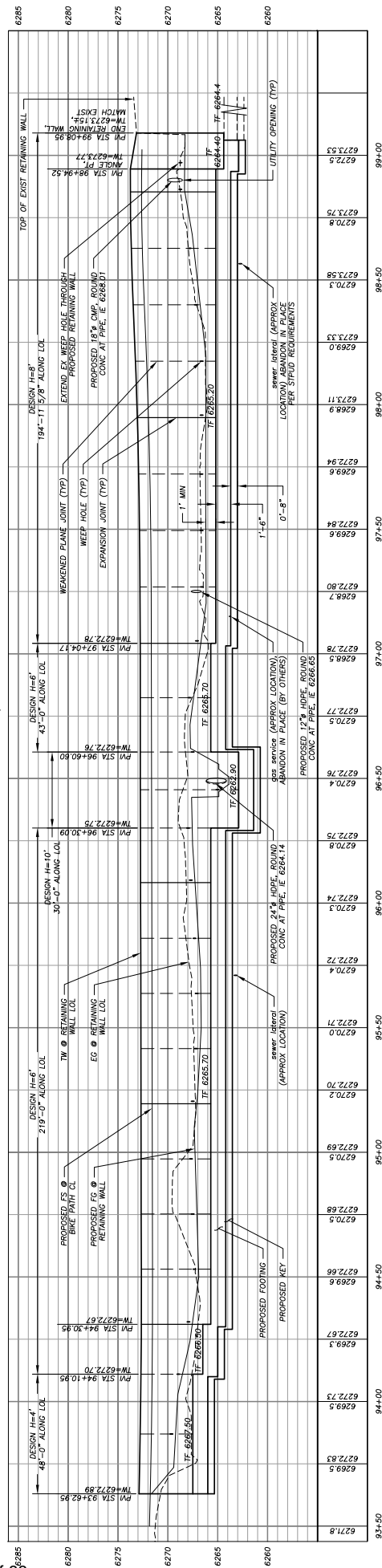
RADIO T AGENCY DIVISION	SAWMILL BIKE TRAIL BIKE PATH PROJECT STA 96+55.5
-------------------------------	--

NOTE: THIS PROJECT IS LOCATED IN AN ENVIRONMENTALLY SENSITIVE AREA. THE CONTRACTOR SHALL EXERCISE UTMOST CARE TO PROTECT AND MAINTAIN EXISTING VEGETATION AND MINIMIZE SOIL COMPACTION WITHIN CONSTRUCTION AREAS.



PLAN & PROFILE

NOTE: TUBULAR STEEL RAILING NOT SHOWN, SEE SHEET RW-2



PRELIMINARY

COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION



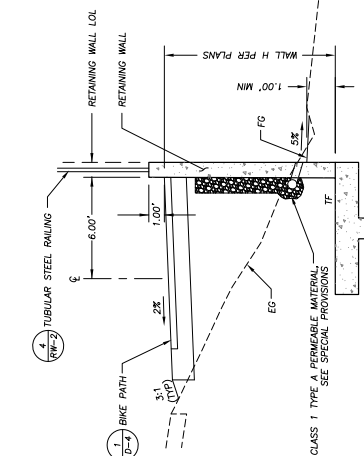
PREPARED UNDER THE SUPERVISION OF : REGISTERED CIVIL ENGINEER	DESIGNED: ALD	DRAWN: ALD
	CHECKED: DSP	DATE: 05/2014
ROAD NUMBER:		ISS: 100-100
DATE:		



REVISION	DATE	TOTAL REVISIONS	DATE

SHEET
RW-1
9 OF 19

CONTRACT NO.
PW 11-30593
CIP NO.
95192



RETAINING WALL TYPICAL SECTION

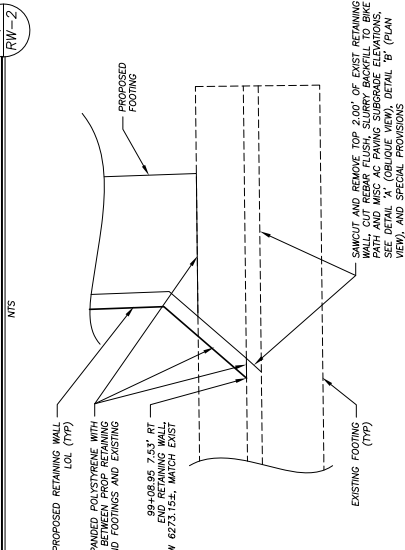
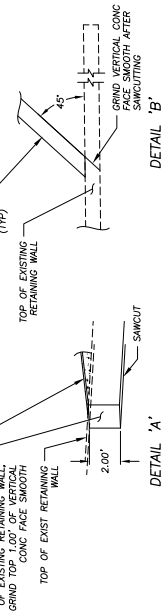


Diagram showing a cross-section of a retaining wall. The wall is labeled "PROPOSED RETAINING WALL" and has a height of "2.00'". The wall is shown in profile, with a vertical face and a sloped backfill. The ground surface is indicated by a dashed line.



NOTE: PROPOSED RETAINING WALL REINFORCEMENT NOT SHOWN, SEE SPECIAL PROVISIONS.

EXISTING RETAINING WALL REMOVAL

SCALE: 1" = 4'

[illegible]

PREPARED UNDER THE SUPERVISION OF :

REGISTERED CIVIL ENGINEER

DESIGNED:	DRAWN:
AID	AID

ALD	DATE:
ALD	CHECKED:

DSP	05/2014
-----	---------

ROAD NUMBER: _____

 _____

COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

NTS

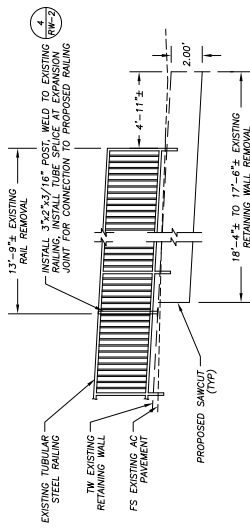
NTS

$$\frac{4}{RW-2}$$

PRELIMINARY

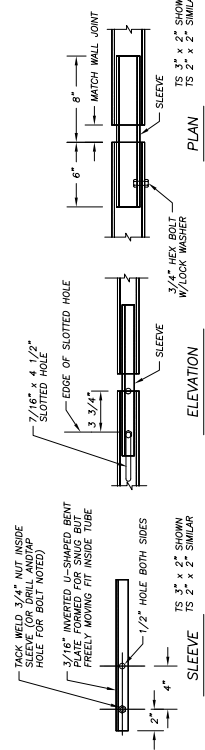
SAWMILL BIKE TRAIL SAFE ACCESS PROJECT
BIKE PATH RETAINING WALL
DETAILS

SHEET
RW-2
10 OF 19
CONTRACT NO.
PW 11-3059
CIP NO.
9510

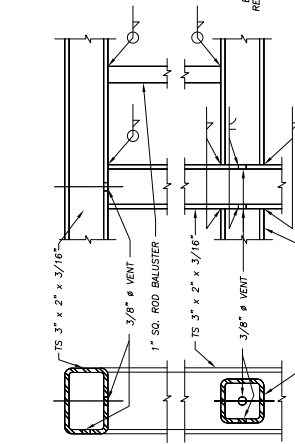


TUBULAR STEEL RAILING REMOVAL AND CONNECTION

NTS



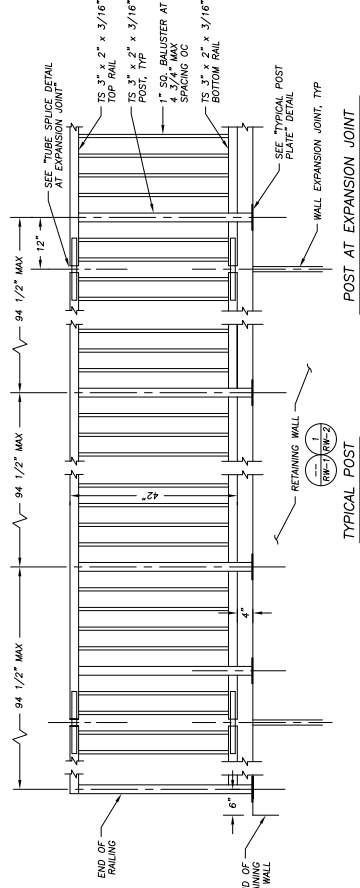
TUBE SPLICE DETAIL AT EXPANSION JOINT



RAIL CONNECTION

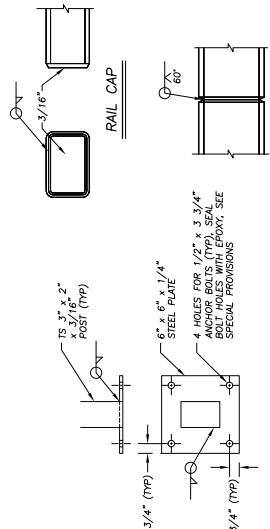
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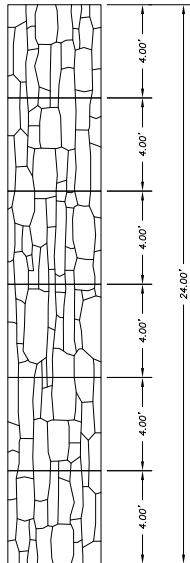
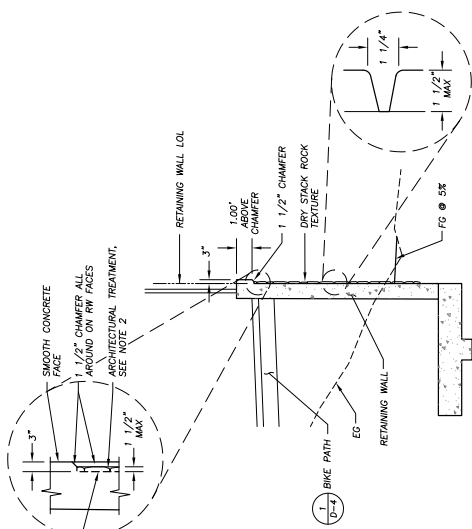
1. ALL HORIZONTAL RAILING DIMENSIONS MEASURED ALONG RAILING.
2. RAILINGS SHALL BE CONSTRUCTED SO THAT NO OBJECT LARGER THAN A 4" SPHERE CAN PASS THROUGH ANY PORTION OF THE RAILING.
3. POSTS AND PICKETS SHALL BE VERTICAL.
4. POST CAP SHALL BE POSITIVELY ATTACHED TO POSTS.
5. ALL WELDS ON THE RAILING SHALL BE GROUND SMOOTH.
6. TOP TUBE SHALL BE CONTINUOUS OVER NOT LESS THAN TWO POSTS.
7. ALL TUBULAR STEEL RAILING COMPONENTS SHALL BE HOT-DIPPED GALVANIZED WITH A POWDER COATING FINISH. SEE SPECIAL PROVISIONS.
8. ALL WELDS SHALL BE A MINIMUM OF 3/16" THICK.
9. TUBE SPLICE EXPANSION JOINT AT 47" MAX SPACING.



TYPICAL POST PLATE

TUBE SPLICE DETAIL - WELDED





NOTES:

1. ALL SECTIONS IN 4 FOOT INCREMENTS MATCH TOP TO BOTTOM; 8, 16, AND 32 FOOT SECTIONS MATCH SIDE TO SIDE.
2. ALL ARCHITECTURAL TREATMENT SURFACES TO BE PREPARED AND STAINED, SEE SPECIAL PROVISIONS.

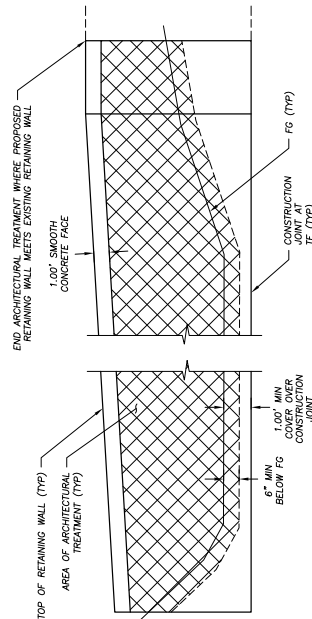
RETAINING WALL SECTION

WTS

1
(RW-3)

TYPICAL DRY STACK ROCK SECTIONS

N7S

$$\frac{3}{RW-3}$$


NOTES:

1. DETAILS ON THIS SHEET PERTAIN ONLY TO ARCHITECTURAL DETAILS.
2. ALL SURFACES WITH DRY STACK ROCK TEXTURE SHALL BE STAINED, SEE SPECIAL PROVISIONS.

ARCHITECTURAL TREATMENT LIMITS

NYS

$$\frac{2}{RW-3}$$
[illegible]

PREPARED UNDER THE SUPERVISION OF :

REGISTERED CIVIL ENGINEER

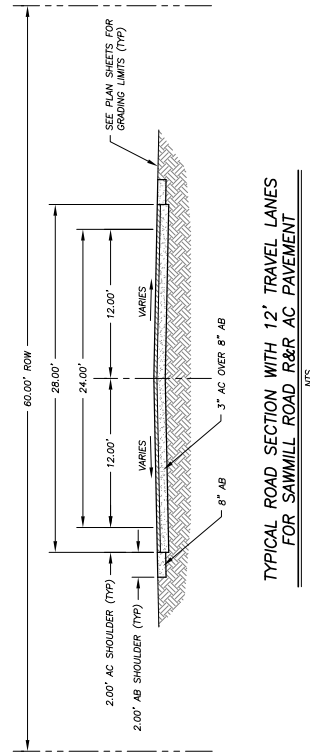
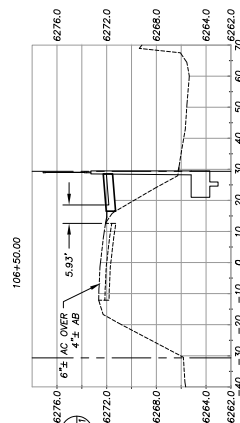
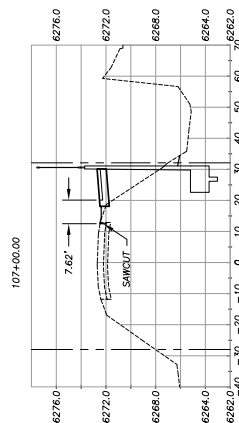
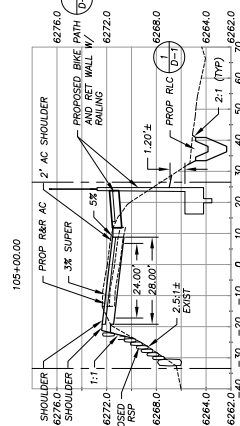
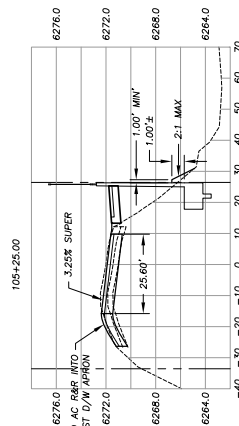
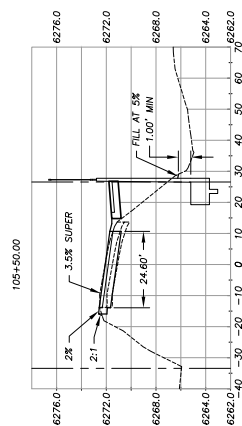
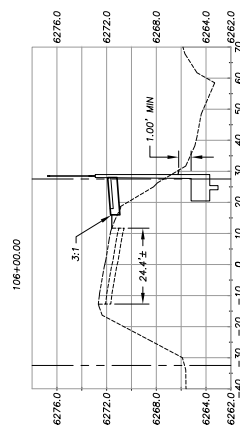
DESIGNED:	ALD	DRAWN:	ALD
CHECKED:	DSP	DATE:	05/2014
ROAD NUMBER:			



COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

SAWMILL BIKE TRAIL SAFE ACCESS PROJECT
BIKE PATH RETAINING WALL
DETAILS

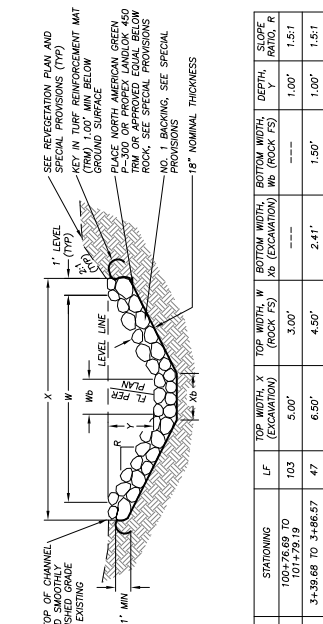
SHEET
RW-3
11 OF 19
CONTRACT NO.
RW 11-30593
P. NO. 95192



PRELIMINARY

SCALE: HORIZ 1" = 20'
VERT 1" = 5'

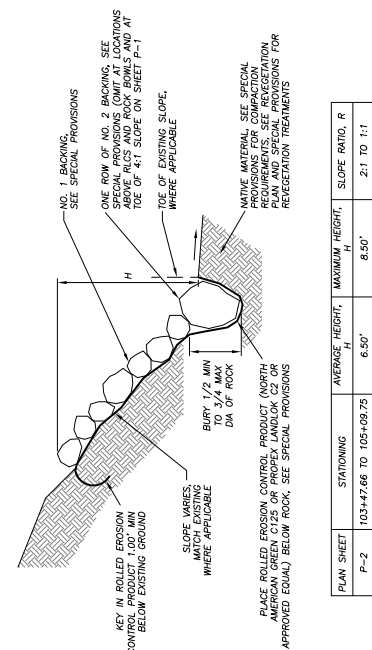
[illegible]



STATIONING	LF	TOP WIDTH, X (EXCAVATION)	TOP WIDTH, W (ROCK FS)	BOTTOM WIDTH, W _b (EXCAVATION)	BOTTOM WIDTH, W _b (ROCK FS)	DEPTH, Y'	SLOPE, R
100+76.69 TO 101+79.19	103	5.00'	3.00'	---	---	1.00'	1.5:1
3+39.68 TO 3+86.57	47	6.50'	4.50'	2.41'	---	1.00'	1.5:1

NOTES:

1. DEPICTS MIN. REQ'D DEPTH OF CHANNEL. FINISHED TOP WIDTH AND SIDE SLOPE HEIGHT MAY VARY DEPENDING ON EXISTING TERRAIN AND THE NEED TO MAINTAIN A 2' SHOULDER AT ROADWAYS. SEE PLANS AND CROSS-SECTION SHEETS FOR GRADING LIMITS.
2. SEE SPECIAL PROVISIONS FOR SUBGRADE COMPACTION REQUIREMENTS.

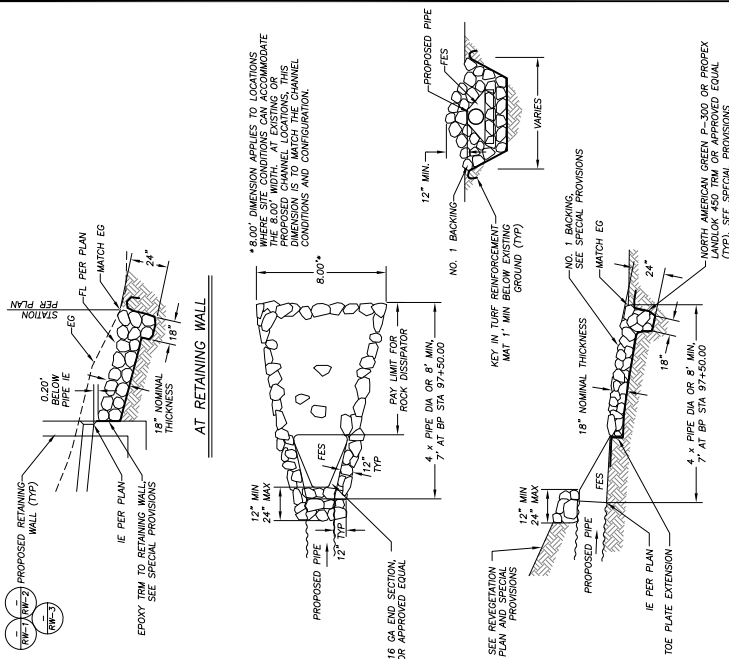


PLAN SHEET	STATIONING	AVERAGE HEIGHT, H	MAXIMUM HEIGHT, H	SLOPE RATIO, R
P-2	103+47.66 TO 105+09.75	6.50'	8.50'	2:1 TO 1:1

NOTE: SEE SPECIAL PROVISIONS FOR SUBGRADE COMPACTION REQUIREMENTS.

ROCK-LINED CHANNEL

ROCK SLOPE PROTECTION

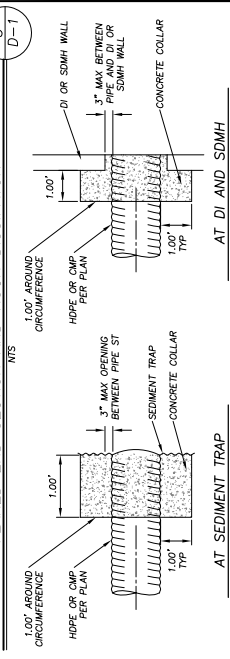


NOTES:

1. ALL FES SHALL BE GALVANIZED.

2. SEE SPECIAL PROVISIONS FOR SUPPLEMENTAL SPECIFICATIONS.

FLARED END SECTION AND ROCK DISSIPATOR



NOTES:

1. SEE PLAN SHEETS AND SPECIAL PROVISIONS FOR LOCATIONS WHERE WELDING IS REQUIRED IN PLACE OF CONCRETE COLLARS.
2. SEE SPECIAL PROVISIONS FOR CONCRETE SPECIFICATIONS.

NOT USED

$$\frac{2}{D-1}$$

NOT USED

$$\frac{4}{0-1}$$

CONCRETE COLLAR

 $\frac{6}{0-1}$

FOR REDUCED PLANS

[illegible]

PREPARED UNDER THE SUPERVISION OF :

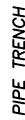
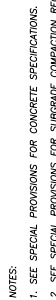
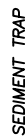
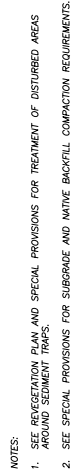
REGISTERED CIVIL ENGINEER

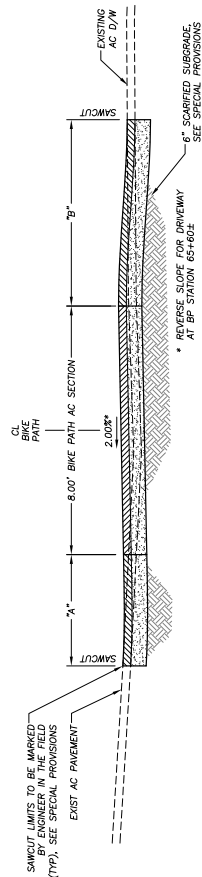
COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

SAWMILL BIKE TRAIL SAFE ACCESS PROJECT
DETAIL SHEETS

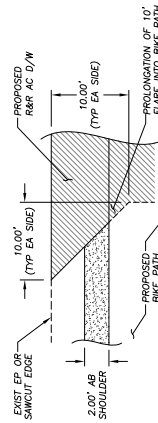
SHEET
D-1
14 OF 19

TRACT NO.
W 11-30593
NO. **95192**

[illegible]

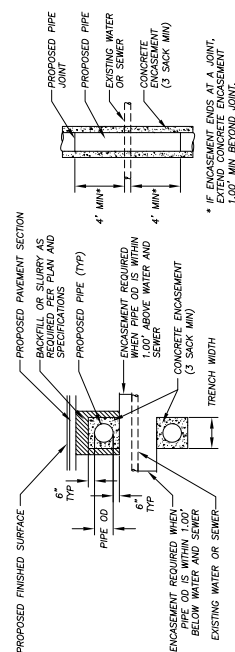


PLAN SHEET	BP STATION	"A" IN FEET	"B" IN FEET
P-14	90+90±	6.07'	3.21'
P-14	91+90±	4.94'	4.47'
P-14	92+55±	5.00'	4.70'
P-15	93+25±	5.50'	5.06'



10'x10' FLARE

1. DRIVEWAY PAVEMENT REPLACEMENT TO BE 3" AC OVER 6" AB.
2. MATCH WITH OF EXISTING DRIVEWAY AT SAWCUT.
3. THE ENGINEER SHALL MARK THE SAWCUT LIMITS AT EACH DRIVEWAY.
4. DRIVEWAY PAVING SHALL BE REQUIRED TO MAINTAIN A SMOOTH TRANSITION AND PREVENT PONDING OR TRAPPING WATER.
5. SEE SPECIAL PROVISIONS FOR COMPACTION REQUIREMENTS.
6. FOR R&B DRIVEWAY AT BP STA 61+70L, CONSTRUCT PER LIMITS SHOWN ON P-4 AND MATCH EXISTING GRADE.
7. FOR DRIVEWAY AT SM STA 105+30L, PAVING SHALL BE INCLUDED AS PART OF R&B AC PAVEMENT SHOWN ON SHEET P-8.



NOTE:
SEE SPECIAL PROVISIONS FOR CONCRETE REQUIREMENTS.



	PREPARED UNDER THE SUPERVISION OF : _____ REGISTERED CIVIL ENGINEER DATE: _____	EXAMINER: ALD	EXAMINER: ALD
		CHECKED: DSP	DATE: 05/2014
ROAD NUMBER: _____		ROAD NUMBER: _____	



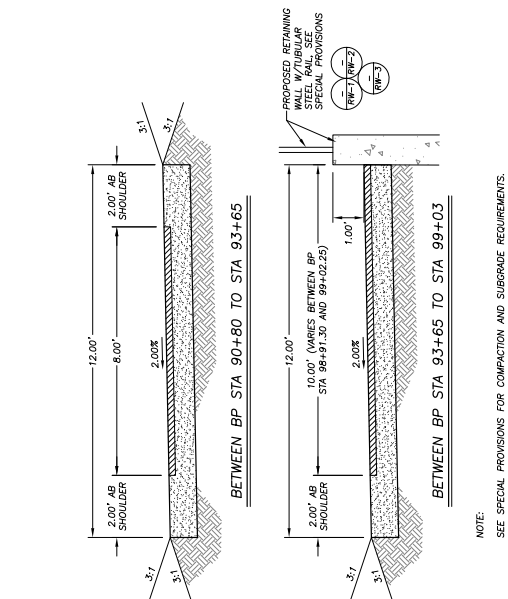
COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

R&R AC DRIVEWAY
N/S

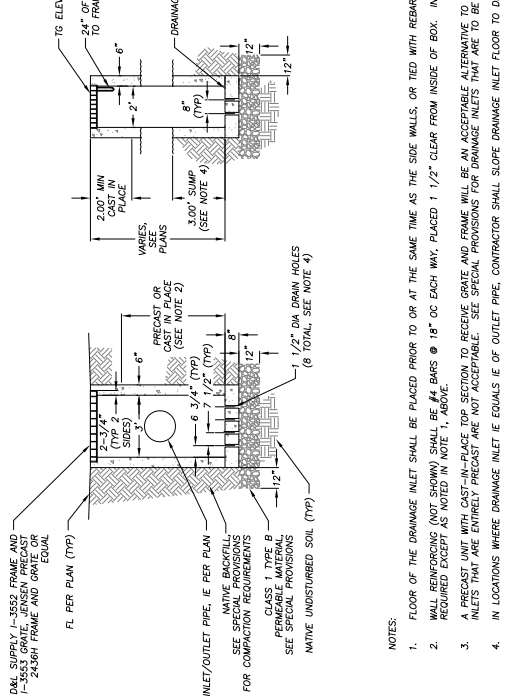
$\frac{b}{D-3}$

SAWMILL BIKE TRAIL SAFE ACCESS PROJECT
DETAIL SHEETS

SHEET D-3 16 OF 19	CONTRACT NO. PW 11-30593 CIP NO. 95192
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BIKE PATH TYPICAL SECTIONS



DRAINAGE INLET

PRELIMINARY

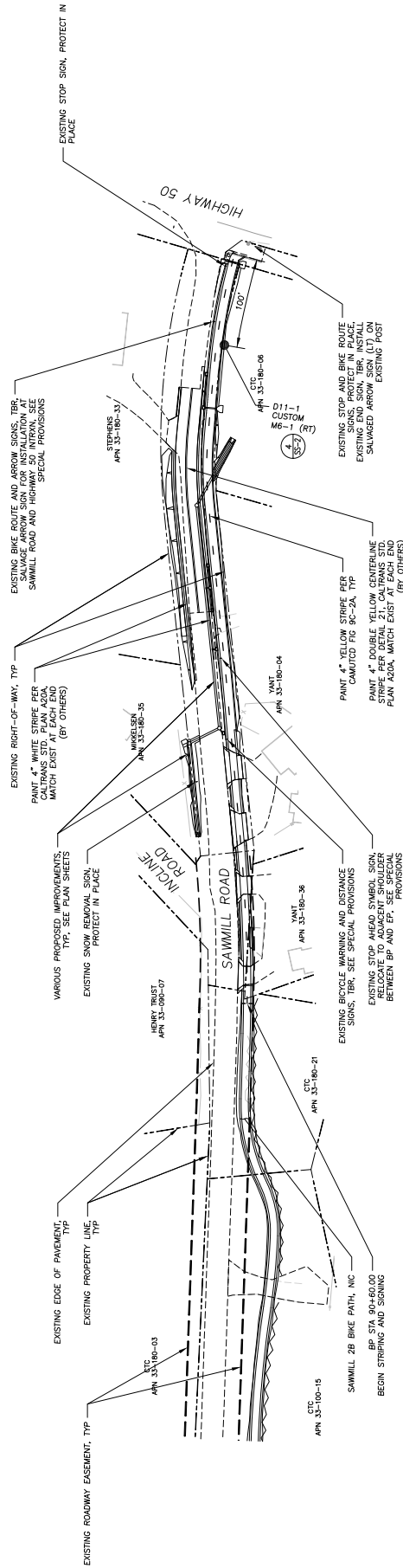
REVISION	NUMBER	DATE	BY	DESCRIPTION	DESIGNED UNDER THE SUPERVISION OF: REGISTERED CIVIL ENGINEER DATE: _____	DESIGNER: ALD CHECKED: DJP ROAD NUMBER: DATE: _____	DATE: 02/2014	DATE: 02/2014	DATE: 02/2014	
						DESIGNED UNDER THE SUPERVISION OF: REGISTERED CIVIL ENGINEER DATE: _____	DESIGNER: ALD CHECKED: DJP ROAD NUMBER: DATE: _____	DATE: 02/2014	DATE: 02/2014	DATE: 02/2014
COUNTY OF EL DORADO COMMUNITY DEVELOPMENT AGENCY TRANSPORTATION DIVISION					Sawmill Bike Trail Safe Access Project DETAIL SHEETS					SHEET D-4 OF 17 PROJECT NO. PW 11-00553 SHEET NO. 95192

!! WARNING !!
LOCATION AND/OR ELEVATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE ONLY APPROXIMATE. CONTRACTOR MUST VERIFY LOCATION AND ELEVATION OF ALL EXISTING UNDERGROUND UTILITIES.

Sawmill Bike Trail Safe Access Project

LEGEND

- NOTE:
ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST APPROVED CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- APPROXIMATE SIGN LOCATION
- D11-1 "BIKE PATH" SIGN (CUSTOM)
- M6-1 DIRECTIONAL ARROW SYMBOL



PRELIMINARY

REVISION	NUMBER	DATE	DESCRIPTION



PREPARED UNDER THE SUPERVISION OF :

DESIGNER: ALD DATE: 07/2014

CHECKED: DSP ROAD NUMBER: DATE:

REGISTERED CIVIL ENGINEER



COUNTY OF EL DORADO
COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION DIVISION

SAWMILL BIKE TRAIL SAFE ACCESS PROJECT
STRIPING AND SIGNING PLAN
STA 90+60.00 TO STA 107+80.00

SHEET
SS-1
18 OF 19
PW 11-30583
OP NO. 95192



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- !! WARNING !!**



HEET	NO.
6-2	-30593
OF 19	95192

SHEET
 6-2
 OF 19
 NO.
 -30593
 95192

SHEET	NO.
6-2	-30593
OF 19	

SHEET
 6-2
 OF 19
 NO.
 -30593
 95192

SHEET
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 OF 19
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 -30593
 95192

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 6-2
 OF 19
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 -30593
 95192

SHEET
 6-2
 OF 19
 NO.
 -30593
 95192



COMMUNITY DEVELOPMENT AGENCY

TRANSPORTATION DIVISION

<http://www.edcgov.us/DOT/>

PLACERVILLE OFFICES:

MAIN OFFICE:

2850 Fairlane Court, Placerville, CA 95667
(530) 621-5900 / (530) 626-0387 Fax

MAINTENANCE:

2441 Headington Road, Placerville, CA 95667
(530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:

ENGINEERING:

924 B Emerald Bay Road, South Lake Tahoe, CA 96150
(530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:

1121 Shakori Drive, South Lake Tahoe, CA 96150
(530) 573-3180 / (530) 577-8402 Fax

SAWMILL BIKE TRAIL SAFE ACCESS PROJECT

PRELIMINARY ENGINEER'S ESTIMATE

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE (in Figures)	ITEM TOTAL (in Figures)
1	Mobilization	1	LS	\$ 20,000.00	\$ 20,000.00
2	Traffic Control	1	LS	\$ 15,000.00	\$ 15,000.00
3	Sweeping	40	DAY	\$ 350.00	\$ 14,000.00
4	Trench and Excavation Safety	1	LS	\$ 1,000.00	\$ 1,000.00
5	Humus for Topsoil Mix	7	CY	\$ 150.00	\$ 1,050.00
6	Mulch and Mulch Application	1	CY	\$ 145.00	\$ 72.50
7	Tackifier and Tackifier Application	4,070	SF	\$ 0.20	\$ 814.00
8	Install & Maintain Tire Wash Area (Off Pavement)	1	EA	\$ 2,500.00	\$ 2,500.00
9	Install & Maintain Concrete Wash Area	1	EA	\$ 1,600.00	\$ 1,600.00
10	Install & Maintain Weighted Fiber Rolls or Gravel-Filled Rolls	2	EA	\$ 100.00	\$ 200.00
11	Install & Maintain Filter Fence	242	LF	\$ 7.00	\$ 1,694.00
12	Install & Maintain Visqueen with Gravel Bags or Gravel-Filled Rolls	150	LF	\$ 5.00	\$ 750.00
13	Install & Maintain Sediment Trap & Drainage Inlet Protection	11	EA	\$ 220.00	\$ 2,420.00
14	Install & Maintain Wooden Tree Trunk Protection	4	EA	\$ 200.00	\$ 800.00
15	Install & Maintain Tree Protection & Construction Limit Fence	739	LF	\$ 3.00	\$ 2,217.00
16	Existing Sign Removal and Relocation	2	EA	\$ 200.00	\$ 400.00
17	Tree Removal	48	EA	\$ 500.00	\$ 24,000.00
18	18" CMP (Out of Pavement)	12	LF	\$ 100.00	\$ 1,200.00
19	36" CMP (Out of Pavement)	6	LF	\$ 200.00	\$ 1,200.00
20	12" HDPE (In Pavement)	5	LF	\$ 135.00	\$ 675.00
21	12" HDPE (Out of Pavement)	103	LF	\$ 85.00	\$ 8,755.00
22	24" HDPE (In Pavement)	152	LF	\$ 130.00	\$ 19,760.00
23	24" HDPE (Out of Pavement)	164	LF	\$ 95.00	\$ 15,580.00
24	48" Sediment Trap	1	EA	\$ 6,500.00	\$ 6,500.00
25	Modify Existing 36" Double Sediment Trap	1	EA	\$ 1,500.00	\$ 1,500.00
26	48" Storm Drain Manhole	2	EA	\$ 5,000.00	\$ 10,000.00
27	Drainage Inlet	7	EA	\$ 3,500.00	\$ 24,500.00
28	Willow Clump Salvage and Transplant	1	EA	\$ 350.00	\$ 350.00
29	Concrete Encasement	1	EA	\$ 1,300.00	\$ 1,300.00
30	Rock-Lined Channel	150	LF	\$ 90.00	\$ 13,500.00
31	Rock Dissipator	100	SF	\$ 13.00	\$ 1,300.00
32	Rock Slope Protection	1,780	SF	\$ 9.00	\$ 16,020.00
33	Import Fill	300	CY	\$ 40.00	\$ 12,000.00
34	Overexcavate and Remove Unsuitable Material	100	CY	\$ 60.00	\$ 6,000.00
* 35	Class 1 Bike Path	843	LF	\$ 55.00	\$ 46,365.00
* 36	Striping and Markings	450	SF	\$ 4.00	\$ 1,800.00



COMMUNITY DEVELOPMENT AGENCY

TRANSPORTATION DIVISION

<http://www.edcgov.us/DOT/>

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(530) 573-3180 / (530) 577-8402 Fax

SAWMILL BIKE TRAIL SAFE ACCESS PROJECT

PRELIMINARY ENGINEER'S ESTIMATE

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT PRICE (in Figures)	ITEM TOTAL (in Figures)
* 37	Bike Path Signs	4	EA	\$ 250.00	\$ 1,000.00
38	Concrete Removal	90	SF	\$ 9.00	\$ 810.00
** 39	Retaining Wall	4,034	SF	\$ 150.00	\$ 605,100.00
* 40	Tubular Steel Railing	536	LF	\$ 100.00	\$ 53,600.00
41	Misc AC Paving	106	SF	\$ 12.00	\$ 1,272.00
42	R&R AC Pavement	7,421	SF	\$ 15.00	\$ 111,315.00
43	R&R AC Driveway	1,274	SF	\$ 14.00	\$ 17,836.00
44	Existing AC Pavement Removal	125	SF	\$ 3.00	\$ 375.00
45	Dewatering Area 7	1	EA	\$ 1,000.00	\$ 1,000.00
46	Dewatering Area 8	1	EA	\$ 2,500.00	\$ 2,500.00
47	Rock Fracturing and Removal	100	CY	\$ 135.00	\$ 13,500.00
TOTAL BID SCHEDULE					\$ 1,085,130.50

* If awarded, items indicated will be funded by the Active Transportation Program.

** If awarded, a portion of the cost indicated will be funded by the Active Transportation Program.

PUBLIC MEETING

August 2' , 200+

Meeting Notes



Stantec

Sawmill 2 Bike Path/Echo View Estates Erosion Control Projects Draft Feasibility Report Public Meeting

Sawmill 2 Bike Path / Echo View Estates Erosion Control Projects / FILE 184151600

Date: August 23, 2007
Place/Time: El Dorado County DOT / 6:00 PM
Next Meeting: N/A
Attendees: Steve Kooyman, El Dorado County DOT
Mike Alexander, El Dorado County DOT
Peter Eichar, California Tahoe Conservancy
Ty Polastri, Lake Tahoe Bicycle Coalition
Eban Swain, Tahoe Resource Conservation District
Charles Nelson, Resident
Mike McKeen, Resident
Jim Hildinger, Resident
Eric Bickert, Resident
Henry and Maureen Heinzerling
Rosalie Svare, Resident
Janet Zeller, Resident
Sarah McIlroy, Stantec
Absentees: Brendan Ferry, El Dorado County DOT
Penny Stewart, California Tahoe Conservancy
Distribution: Above

Item:

Action:

Introduction

The purpose of the meeting was to obtain public input on the Sawmill 2 Bike Path and Erosion Control Project and the Echo View Estates Erosion Control Project. There were self introductions and a copy of the sign in sheet is attached.

EDOT – TED

Steve Kooyman gave an overview of the El Dorado County DOT Tahoe office and noted that they work on erosion control, air quality, and water quality projects. In addition, in light of the Angora Fire, forest health and defensible space have become increasingly more important missions of the County.

One Team. Infinite Solutions.

August 23, 2007

Sawmill 2 Bike Path/Echo View Estates Erosion Control Projects
Draft Feasibility Report Public Meeting

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TRCD – Backyard BMP Program

Eban Swain with the Tahoe Resource Conservation District provided an overview of their backyard BMP program. In summary, TRCD is available to work with homeowners to identify appropriate best management practices for implementation on their property. Eban distributed fliers about the program for interested parties. He noted that TRCD has been working with residents along Incline Road recently.

Steve Kooyman commented that the County would like to take a watershed approach to the private parcel BMPs as well.

Feasibility Report

Sarah McIlroy gave an overview of the Feasibility Report, which includes an inventory of the existing erosion/storm drainage problem areas and identifies potential solutions. With respect to the bike path portion of the project, three conceptual alternatives have been identified: a class 1 bike path on the north side of Sawmill Road, a class 1 bike path on the south side of Sawmill Road, and a class 2 bike trail. A class 1 bike path is a separate path, 8 ft wide with 2 ft shoulders and a class 2 bike trail consists of 4 ft lanes that are striped on the same travel way as vehicles. It was also noted that a class 3 bike path only consists of a sign, with no striping or separate travel way.

A brief discussion of project schedule was reviewed. The Feasibility Report is currently draft and public and technical advisory committee comments will be solicited and incorporated into the document which will be finalized in September. A combined Feasibility Report has been completed for the Sawmill Road and Echo View Estates projects. However, the projects will be separated upon completion of the Feasibility Report and will proceed independently.

The next steps in the project are to evaluate the alternatives, identify a preferred alternative, and complete the environmental documentation phase of the project. This is scheduled for fall 2007 and spring 2008. Design will be completed in 2008 with construction in 2009.

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Breakout Sessions

Two breakout sessions were established: one for the Sawmill bike path and the other for Echo View Estates erosion control. General comments from each of the sessions are summarized below. Scanned images of comments received are attached.

Sawmill Road Bike Path

- ❑ In general, a Class 1 bike path is desired on the south side of Sawmill Road.
- ❑ It is desired by the public for the path to be further south off the road and onto State Parks property.
- ❑ It was commented that it would be beneficial to incorporate public education regarding cultural resources to provide a connection to our past.
- ❑ It was commented that it would be nice to have the bridge crossing of the Upper Truckee River further to the west on State Parks Property. (This is not a current possibility due to the Upper Truckee River restoration project among other reasons. This bridge is part of the Sawmill 1B bike path project that the County is planning on bidding this fall).
- ❑ The overall preference was to not design a cross over along Sawmill Road.

Echo View Estates and Sawmill Road Erosion Control

- ❑ 1075 Lamoar Ct experiences driveway ponding with storm events.
- ❑ 1083 Lamoar Ct experiences garage flooding with storm events.
- ❑ A physical barrier to prevent off road vehicles was recommended at the end of Mountain Canary Drive.
- ❑ The December 2005 flood event was caused by a blockage in the culvert on Mountain Canary Drive.
- ❑ The property at the bottom of the subdivision where Echo View Drive washed out in the December 2005 storm noted that the flooding was caused from water that came from the STPUD parcel. The damage was caused when the STPUD culvert blew out. The water never had a chance to go through the culvert under their driveway.
- ❑ It was recommended that Incline Road be incorporated into the project area because it is a large source of sediment.

Other Items

The high school is in the planning phase of a Class 1 bike path from Lake Tahoe Boulevard to the high

Stantec

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Sawmill 2 Bike Path/Echo View Estates Erosion Control Projects

Draft Feasibility Report Public Meeting

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school. They are getting Safe Routes to Schools funds and CMAC funds.

The meeting adjourned at 7:30 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

STANTEC CONSULTING INC.

Sarah A. McIlroy, PE
Senior Associate
sarah.mcilroy@stantec.com

C.



TAHOE ENG. DIVISION:
924B Emerald Bay Road
South Lake Tahoe, CA 96150
Phone: (530) 573-7900
Fax: (530) 541-7049

RICHARD W. SHEPARD, P.E.
Director of Transportation

Internet Web Site:
<http://co.el-dorado.ca.us/dot>

MAIN OFFICE:
2850 Fairlane Court
Placerville CA 95667
Phone: (530) 621-5900
Fax: (530) 626-0387



Sawmill 2 Bike Path and Erosion Control Project Echo View Estates Erosion Control Project Public Meeting Comments August 23, 2007

Name CHARLES NELSON
MAIL Address P.O. Box 16987 ^{PHYSICAL} <3041 KOKAHEE TRAIL>
SOUTH LAKE TAHOE, CA 96151

Phone 530/543-1890

Email chashikes@shcglobal.net

(1) Comments (1) There is a need for both a Class I bike path along Sawmill Rd and Class II bike lanes on the roadway -- doing both should be added as a preferred alternative. Bike lanes vs bike paths is like asking if freeways or surface streets should be built -- both are necessary to meet different needs.

(2) In evaluating a bike path on the north side vs the south side of Sawmill Rd., it appears that on the south side there is more dense forest than on the north side which will result in less sun exposure to clear snow/water on the pathway and also will result in more pine needles, pine cones, branches, etc. dropping onto the pathway thereby increasing maintenance costs if the south side alternative were to be selected.



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Sawmill 2 Bike Path and Erosion Control Project Echo View Estates Erosion Control Project Public Meeting Comments August 23, 2007

Name MIKE MCKEEN

Address 1120 EAST CT
S.L.T. CA 96150

Phone 530-545-0049

Email MCKEENS IN TAHOE @ AOL.COM

Comments 3 FAVOR CLASS 1 BIKE PATH ON
SOUTH SIDE. CURRENT ROAD IS ~~SAFE~~
SAFE ENOUGH FOR SERIOUS BIKE RIDERS.
CLASS ONE TRAIL WOULD BE USED BY MORE
RECREATIONAL USERS. STUDENTS, FAMILIES, ETC.

4 UPPER MT. CANNARY EROSION CAN BE
SOLVED BY MUCH LARGER DRAINAGE BASIN WHERE
EXISTING SAND BAGS EXIST.

5 PROJECT LOOKS GREAT!

6 AVAILABLE ANYTIME FOR INPUT OR
ON SITE HELP.

7 BIKE TRAIL ON SOUTH SIDE WOULD REQUIRE
LESS MAINTENANCE. NORTH SIDE WILL HAVE
DECOMPOSED GRANITE PROBLEMS.



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**Sawmill 2 Bike Path and Erosion Control Project
Echo View Estates Erosion Control Project
Public Meeting Comments
August 23, 2007**

Name Jim HILDNER

Address PO Box 8897
SLT CA, 96158

Phone 577-3593

Email _____

Comments 8 Culvert @ Sawmill South
of Echo View (c" &) pass sh
the time / maintenance doesn't maintain
ditch.

- 30 feet parcel purchase.



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**Sawmill 2 Bike Path and Erosion Control Project
Echo View Estates Erosion Control Project
Public Meeting Comments
August 23, 2007**

Name Henry & Maureen Heinzerling
Address 1257 Echo View Drive

Phone 577-9124
Email hheinzerling@hotmail.com

Comments (9) We were pleased to be advised of the progress on the two projects. We thought that the information was important and that there was time for concerns and suggestions.

(10) We are in favor of the bike path and agree that it would be most useful if put on the south side of Saw Mill and that it should be safe for pedestrians and riders. We think that it would be used on a daily basis by us and our neighbors — weather permitting. Whatever "type" to be put in — safety is our primary concern.

(11) Regarding the Erosion Control Project: The culvert under the STUPD road was not able to accommodate the force of the water backed up with debris from the Conservancy property and beyond. The culvert and swail in front of

our house would have been more than adequate to handle the flow. We agree that your proposal to put rock into the swail will also eliminate the chance that debris would be trapped by vegetation in the swail. It seems that the road and property damage at our home will be alleviated by the erosion control project.

COUNTY OF EL DORADO

DEPARTMENT OF TRANSPORTATION

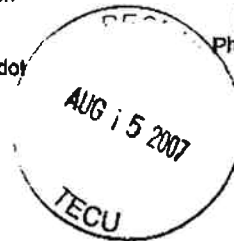


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Sawmill 2 Bike Path and Erosion Control Project Echo View Estates Erosion Control Project Public Meeting Comments August 23, 2007

Name Jon Hoefler

Address 1060 LAMOR CT
So. Lake Tahoe CA 96150

Phone (530) 577-5922

Email jtahofer@aol.com

Comments Unable to attend workshop

(12) I support both of these projects and wish to
continue receiving information.

[Signature]



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Sawmill 2 Bike Path and Erosion Control Project
Echo View Estates Erosion Control Project
Public Meeting Comments
August 23, 2007

Name

Jim Kerver

Address

Bx 510

Captain Cook, HI 96704

Phone

808-328-9795

Email

jim@coffeeshack.com

Comments

I own parcel # 033-160-03-10

(13)

IF needed for use with your
bike path plan, I will help by making
the property available.

Sounds like a great idea -

Thanks -

Jim Kerver

Sawmill 2 Bike Path Feasibility Report
Response to Public Comments
Sep-07

Comment No.	Name	Response to Comment
1	Nelson, Charles	Good comment. Current funding is for one bike path; however, additional funding could be pursued for additional bike paths in the future.
2	Nelson, Charles	Good comments. According to State Parks policy, if the south side of Sawmill Road is selected, the bike path alignment will be required to follow closely along the existing road and not deviate into State Parks property.
3	McKeen, Mike	Comment noted.
4	McKeen, Mike	Comment noted.
5	McKeen, Mike	Thank you.
6	McKeen, Mike	Thank you.
7	McKeen, Mike	Comment noted.
8	Hildinger, Jim	We have included this in our analysis.
9	Heinzerling, Henry & Maureen	Thank you.
10	Heinzerling, Henry & Maureen	Comment noted.
11	Heinzerling, Henry & Maureen	Thank you for the first hand report of what happened during the storm.
12	Hoefer, Jon	Thank you; we will keep you informed of progress.
13	Kerver, Jim	Thank you.
14	Lindner, Chris	Comment noted; we will incorporate during the design phase.
15	Lindner, Chris	Comment noted.
16	Lindner, Chris	Thank you for the observations.
17	Lindner, Chris	Comment noted.



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**Sawmill 2 Bike Path and Erosion Control Project
Echo View Estates Erosion Control Project
Public Meeting Comments
August 23, 2007**



Name Chad Lindner
Address 1219 Echo View Dr.
SLT CA 96150
Phone 530-577-5289
Email N/A

Comments (14) I would like to maintain small parking area
across from our driveway. (15) I would like to see
the new bike trail located on the south west side
of Sawmill Road. (16) Drainage and water flow
improvements on East Court. In the past
water flows down through our yard causing
damage. (17) Better maintenance on catch basins
and erosion

Thanks
Chad
~

PUBLIC MEETING

August 27, 2008



TAHOE ENGINEERING:
924B Emerald Bay Road
South Lake Tahoe, CA 96150
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Fax: (530) 541-7049

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PUBLIC MEETING AGENDA

Sawmill 2 Bike Path and Erosion Control Project JN 95165

Project Alternatives Evaluation Report

EDOT-TED Conference Room

924 B Emerald Bay Road

South Lake Tahoe, CA 96150

Wednesday, August 27, 2008

6 PM to 8 PM

<u>Item#</u>	<u>Description</u>	<u>Time</u>
1. Introduction	Introduction of meeting attendees	6:00 – 6:05 PM
2. Agenda Overview	Review "Ground Rules" and agenda	6:05 – 6:10 PM
3. EDOT-TED Background & Mission	Discuss the Tahoe Engineering Division's goals & objectives for Tahoe projects	6:10 – 6:20 PM
4. Discussion of Project Alternatives Evaluation Report	Discuss Feasibility Report	6:20 – 6:50 PM
5. Project Schedule	Discuss project schedule	6:50 – 7:00 PM
6. TRCD Backyard BMP Program	Discuss the BMP Program	7:00 – 7:20 PM
7. Public Comments	Public comment period from comment cards	7:20 – 7:55 PM
8. Meeting Conclusion	Conclude meeting	7:55 – 8:00 PM

End Meeting



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Sawmill 2 Bike Path & Erosion Control Project Public Meeting - Draft Project Alternatives Evaluation Report

Wednesday, August 27, 2008 – The meeting was held at the El Dorado County DOT Tahoe Engineering Office in South Lake Tahoe, CA from 6:00 p.m. - 8:00 p.m. Participants included the following:

Person	Representing	Person	Representing
Brendan Ferry	El Dorado County	Blair Henry	Self
Eben Swain	TRCD	Rosalie Svane	Self
Tom Yant	Self	Derek Tarpey	Self

Meeting Purpose: The meeting was held to discuss the draft Project Alternatives Evaluation Report (PAER) for the Sawmill 2 Bike Path & Erosion Control Project.

Key Points Discussed: The overall report format, the three Project alternatives, the Project right-of-way, the water quality concerns of the group, the preferred bike path alignment, the preferred Project alternative, the environmental document and the Project schedule.

Brendan kicked off the meeting by introducing the report and making sure that all PDT members had a chance to view the report and comment. Brendan asked for any additional written comments within a week of the meeting.

Brendan then discussed the right-of-way (ROW) situation with the Project. It was explained that currently the County has an implied dedication along Sawmill Road from Incline Road to Lake Tahoe Blvd. From Incline Road to Hwy 50, a County ROW does exist. Incline Road was also mentioned to be a privately owned road. Brendan explained that he felt that more clarification was needed from County Counsel on what rights the County has to place new improvements within the maintained swath of land around Sawmill Road. Brendan also explained that he felt that not much had changed with the bike path alignments because the easements required to build the Project alternatives (CTC, CA State Parks, USFS, Yant, Silberstein, Amacker) have not changed given the ROW situation. Brendan explained that he is preparing a submittal for County Counsel to seek their legal opinion on the matter.

Brendan discussed how all property owners are amenable to the easements needed to construct the bike path along Sawmill Road with the exception of Amacker's pie shaped parcel that is currently for sale. Mr. Amacker only wants to sell the parcel in full and is not willing to grant an easement at this time. CTC has appraised the parcel in the past and has discussed purchasing it with Mr. Amacker. Currently, the sale price is too high for CTC to purchase it in full. The County is determining its legal rights to construct a bike path within the road envelope along the frontage of this parcel given the boundaries of maintenance performed by the County within the implied dedicated area.

Penny raised concerns about the ROW situation for funding purposes and we agreed that CTC Counsel will review County Counsel's legal opinion to make sure that everything is in line with the grant guidelines. Emails were later distributed that day from CTC Counsel stating "Implied

dedication is a legal theory that we can rely on to conclude that the County has a sufficient interest to support the site improvement funding, but we will be looking to El Dorado County Counsel for that opinion. In that regard, I am assuming that County Counsel will give us a written legal opinion. That opinion will serve as the official legal document that we need to confirm that the County has a sufficient interest in the property.”

Bob discussed the status of the environmental document and stated that he didn't think that the CEQA document could move forward without a preferred Project alternative. Brendan explained that the Administrative Draft CEQA document with environmental surveys had been prepared by the County's consultant and that the Draft document would be finished upon selection of the preferred alternative. Peter and Penny echoed the concern. Brendan was trying to find a way to continue to move forward with both alternatives given the uncertainty of the bounds of the implied dedication.

Don suggested that the County provide CA State Parks with an acquisition list for their annual property purchasing.

The bike path alignments were then discussed. Jeff stated that he preferred a Class 2 alignment due to the transportation benefits of a Class 2 bike lane, but also stated that if the group as a whole preferred the Class 1 bike path, that he could support that. Peter raised funding concerns for Class 2 bike lanes as they are currently not rating as high as Class 1 bike paths in CTCs funding priorities.

Bike path costs were then discussed. Brendan explained that the main difference in cost between the alternatives was the fence that is required for the Class 1 bike path. CA State Parks wants a fence constructed between the bike path and the Park. The possibility of saving money by hiring the CCCs or CTC to construct the fence was then discussed.

Brendan discussed the options for constructing the bike path from Hwy 50 to Incline Road given the difficult topography in the area. The alternatives are: a cantilevered bike path along the south side of Sawmill Road; retaining walls on both sides of Sawmill Road to be able to place fill in order to widen the road for a Class 1 or Class 2 facility; or a signed Class 3 bike lane. Karen asked about these costs and Brendan explained that these costs were not factored into the total project cost at this time.

Penny talked about erosion control money being spent on curb & gutter being used in the past to help with Class 2 facilities, but Brendan stated that c & g is not an alternative for this project, so that would not be an option.

Peter asked about improving the road to County standards if the Class 2 alignment was selected as the project alternative, and Brendan stated that the road may have to be brought up to standards on top of adding the bike lanes. Brendan has since found out that the County can add only 4 feet of pavement on each side for the Class 2 facility and that no additional pavement will be required to meet the standards.

Other funding sources for Project construction were then discussed like CMAQ, River Parkways, Prop 1E, etc.

Bob then asked a few questions about the Greenway project and CA State Parks General Plan progress for Washoe Meadows State Park. The GP was determined to be a long way off.

Penny then discussed a few of Mark's (CTC) comments. The first was that the County focused on hydraulic design instead of hydrologic design. Brendan explained the connection between the two and stated that in many cases a first flush philosophy was designed with a high flow bypass to prevent re-suspension of particles. Brendan will focus on this by discussing it further with Mark.

Other comments pertained to establishment of vegetation, wood chip parking not lasting and cooperation with Sierra Pacific to BMP their easement roads. These will all be addressed.

Karen talked about the Project goals lacking a transportation goal. Brendan agreed to amend the Project goals with Karen's verbiage in her email.

Ty wanted to see more detail on how far away the path is from the road in the figures. He was concerned about safety and wanted to see more discussion on how to mitigate danger with line of sight, location of the path and signage. Brendan will address this in the final PAER.

Brendan discussed that the path was close to the road adjacent to known cultural sites, private property and in areas with difficult topography. Brendan discussed the cultural status and the construction methodology of raising the bike path in those areas to prevent as much soil disturbance as possible. It is also probable that a vertical barrier may be needed in areas where the path is close to the road.

Ty asked about the worst case scenario for the bike path. Brendan stated that a Class 3 - signed facility could be established in the worst case. Brendan also stated that he felt that a Class 2 facility could also be constructed within the Sawmill Road envelope.

Jeff and Ty then discussed recreation goals vs. transportation goals with the group. Class 2 and Class 1 facilities were compared. Jeff reiterated that he favors the Class 2 facility but could support a Class 1 facility. The group felt that both would satisfy the Project goals.

Karen then stated that the Class 1 path would serve the transportation goals because of how straight the road is and that there are no intersections.

Brendan then asked the group about their preferred project alternative. The group responded that the Class 1 alignment along the south side of the road, along with those erosion control improvements was their preferred Project alternative (Alt 1).

Brendan asked the group what they thought about the adequacy of the erosion control improvements. The group felt that the proposed erosion control improvements were adequate. Bob then talked about Incline Road and the sediment source there. He felt that was the largest bang for the buck for controlling sediment within the Project area. We talked about the drainage there and maintenance requirements, should the County take the road over.

Penny then asked about Echo View Estates and the improvements there. Brendan explained that they are being designed, but on a slightly delayed schedule - Sawmill 2 was currently the priority. Penny discussed the grant requirements and it was agreed that we would discuss the issue further after the meeting. Since the meeting, the County is proposing to put together a preferred Project alternative design for Echo View Estates, as a second chapter to this PAER for the PDT to review.

The group then talked about the Greenway project, Elks Club and safe crossings on Hwy 50.

The group then talked about coverage on all the easements needed to construct the bike trail. It is possible that the respective agencies have sufficient banked coverage to construct the bike path, or that the County has sufficient coverage. If a Class 2 alignment is constructed, it is probable that the soft coverage already exists adjacent to the road shoulders to add pavement without adding any additional coverage.

Brendan then concluded the meeting by talking about the Project schedule related to the Draft PAER, the environmental document process and Project construction. Brendan notified the group

that it was looking more like Project construction would occur during the 2010 field season instead of 2009 due to some of the outstanding issues.

The group felt that more information was needed on the ROW to make a formal selection of the preferred Project alternative. Brendan informed the group that he was putting together a memo to seek County Counsel guidance regarding the issue and once he had that information he would supply it to the group so that a preferred alternative could be selected and the environmental process could move forward, along with Project design.

Depending on County Counsel opinion, either the Class 1 alignment on the south side of the road or a Class 2 alignment will be pursued. It is also possible that Echo View erosion control improvements will be added as a second chapter to the Draft PAER.

Please direct any questions or concerns regarding these meeting notes to Brendan Ferry at EDOT at (530) 573 - 7905 or at bferry@edcgov.us.

PUBLIC ANNOUNCEMENT

**Notice of Availability of a Draft Initial Study and Proposed Mitigated
Negative Declaration (MND)**

October 5 2009 to November 5, 2009

County of El Dorado Department of Transportation

PUBLIC ANNOUNCEMENT

**Notice of Availability of a Draft Initial Study and Proposed Mitigated Negative Declaration (MND)
for the Sawmill 2 Bike Path & Erosion Control Project**

County of El Dorado Department of Transportation (County) is proposing to implement the Sawmill 2 Bike Path & Erosion Control Project (Project) in South Lake Tahoe, CA. The Project is identified in the Tahoe Regional Planning Agency's (TRPA) Environmental Improvement Program (EIP) as Project numbers 706 & 10034.

The objective of the Project is to implement a Class 1 Bike Path along Sawmill Road from Hwy 50 to Lake Tahoe Blvd. and to treat storm water runoff, improve water quality, and stabilize bare soil areas within the Project area. The following Project goals were recommended by the Project Development Team to guide the Project. The Project, as proposed, does satisfy the Project goals and objectives;

1. The Bike Path provides connectivity to recreational opportunities, employment, shopping, and schools on a regional scale and maximizes access to those resources throughout the Basin.
2. Implementation of the Project is consistent with General Plans, Master Plans, Community Plans, and TRPA Plans. The Project should be consistent with the programmatic goals for recreation access of the CTC.
3. Implementation of the Project includes collaboration with adjoining property owners to find mutual benefit and meet Project objectives.
4. Implementation of the Project includes the management of competing interests of the multiple components of the Project so as to achieve as many objectives related to water quality, air quality, scenic resources, wild life, vegetation, and recreation access as possible.
5. County must meet its commitment to achieve Basin objectives in carrying out the County's environmental stewardship obligation under Basin restoration efforts.
6. Reduce the amount of very fine, fine, and coarse inorganic sediment from the urbanized watershed bounded by the Project boundary by 33% or to the maximum extent practicable prior to discharging into Angora Creek.
7. Reduce the 25- year, 1- hour storm surface water volume from the urbanized watershed bounded by the Project boundary by 33% or to the maximum extent practicable prior to discharging into Angora Creek.
8. Reduce the 25- year, 1- hour storm surface water peak flow from the urbanized watershed bounded by the Project boundary by 33% or to the maximum extent practicable prior to discharging into Angora Creek.
9. Drainage improvement design shall provide a system that is resilient to deteriorating forces and more consistent or harmonious with natural processes, features, and systems that are sustainable.

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 2100 et seq.), the CEQA Guidelines (Title 14 Code of Regulations Section 1500 et seq.), a Draft Initial Study for the above-named Project was prepared. The document identifies and evaluates the potential environmental impacts of the proposed Project. The County of El Dorado proposes to prepare a Mitigated Negative Declaration for the Project.

Draft Initial Study/Proposed MND and Public Comments

The Draft Initial Study/MND is available for review by interested individuals and agencies and may be obtained in hard copy or electronic format from the County. To request a copy of the document, please contact Brendan Ferry, Senior Planner at (530) 573-7905 (a reproduction fee may be charged for copies of the document). The Draft Initial Study/MND is also available for review at the following locations:

- County of El Dorado Department of Transportation Offices (924 B Emerald Bay Road, South Lake Tahoe, CA)
- South Lake Tahoe Library (1000 Rufus Allen Blvd., South Lake Tahoe, CA)
- California State Clearinghouse (1400 Tenth St., Sacramento, CA)

The public comment period for the Draft Initial Study will commence on October 5, 2009 and conclude at 5:00 P.M. on November 5, 2009. The County will accept and consider all written comments regarding the content of the Draft Initial Study/Proposed MND received by 5:00 P.M., November 5, 2009. Comment submittal information is included within the Draft Initial Study/Proposed MND.

CEQA Public Hearing

After public review of the Proposed Mitigated Negative Declaration, the Project will be considered by the County of El Dorado Board of Supervisors on December 8, 2009. Should someone wish to challenge the environmental document in court, challenges may be limited to those issues you or another party raised in written correspondence delivered to the County of El Dorado Department of Transportation, or in a public hearing on the Project.

Location of Meeting:

Board of Supervisors Meeting Room
330 Fair Lane
Placerville, CA, 95667

LETTER OF SUPPORT

May 13, 2014



LAKE TAHOE
BICYCLE COALITION
www.tahoebike.org

THE LAKE TAHOE BIKEWAY PARTNERSHIP

May 13, 2014

Teresa McWilliam
CALTRANS
Division of Local Assistance
P.O. Box 942874
Sacramento, CA 94274-0001

Re: Lake Tahoe Region Project Submittals to the California ATP Program (Cycle 1)

Dear Ms. McWilliam and the Active Transportation Program Review Committees,

Thank you for your consideration of the Lake Tahoe Region's project applications to the California Active Transportation Program (ATP). The local bicycle and pedestrian implementing agencies at Lake Tahoe have organized into the "Lake Tahoe Bikeway Partnership" and as a group have developed a unique, collaborative approach to delivering high priority segments of the bicycle and pedestrian network at Lake Tahoe. This strategy identifies and prioritizes the most critical segments Region-wide and those most applicable to available funding sources. The Lake Tahoe Bikeway Partnership puts forward only these highest priority segments, recognizing that enhancing the system anywhere in the Region benefits all Lake Tahoe communities.

The project applications for the ATP are listed below, within the ATP funding categories. Number 1 is the highest priority project for the Region in each category.

Project Type and Name

Infrastructure

- 1) Lake Tahoe Bikeway and Pedestrian Active Transportation Project
(*Tahoe Transportation District*)
- 2) Sawmill Bike Trail Safe Access Project
(*El Dorado County*)
- 3) Pope-Baldwin National Recreation Trail Enhancements
(*United States Forest Service, Lake Tahoe Basin Management Unit*)

Infrastructure Planning/Disadvantaged Communities

- 1) Sierra Boulevard Bicycle and Pedestrian Trail Project
(*City of South Lake Tahoe*)

Safe Routes to Schools Planning/Disadvantaged Communities

- 1) Lake Tahoe Unified School District SRTS Project
(*Tahoe Transportation District*)

An additional high priority planning project for our Region which will be submitted in Cycle 2 is the North Lake Tahoe Bike Trail (*Placer County*).

For the Cycle 1 ATP grant solicitation, the partners have selected a set of projects that, both individually and as a group, directly support ATP goals of increasing the proportion of trips accomplished by biking and walking, increasing the safety and mobility of non-motorized users, achieving regional greenhouse gas reduction targets, improving public health (particularly for children), and expanding safe mobility options in disadvantaged communities. These projects include strategic links in the 71-mile Lake Tahoe Bikeway that circumnavigates the Lake, as well as key bikeway corridors that connect neighborhoods and town centers to the Bikeway.

Because of the extremely limited geography and environmental sensitivity of Lake Tahoe, improving the infrastructure for bicycles, pedestrians and transit is the primary strategy for increasing transportation capacity in the Region. These bicycle and pedestrian trails are also considered the catalyst for revitalizing the Region's economy by creating walkable, livable communities. In support of these concepts, the Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) focuses primarily on non-motorized projects and corridor revitalization projects.

Each project proposed for the ATP is an integral part of the RTP/SCS and was considered in the transportation modeling work that demonstrated how the Region would achieve a greenhouse gas reduction of 7 percent per capita by 2035. In addition, the first four projects in this set are identified in the RTP/SCS or the Bicycle and Pedestrian Plan as high priority projects. The last project, a Safe Routes to Schools Master Plan, is supported in the RTP/SCS and Bicycle and Pedestrian Plan through specific policies.

Each of these projects works to close critical gaps along some of the busiest sections of the bicycle and pedestrian network, improve safety along heavily used corridors, or increase the ability of school children, particularly in disadvantaged communities, to have healthy access to their schools through better bicycling and walking opportunities. Each of these projects is either a part of or tied in to the Lake Tahoe Bikeway, and construction of all of these segments will contribute significantly to the continuity of the full bicycle and pedestrian network at Lake Tahoe.

Each of the partner agencies identified below would like to express our strong support for the ATP project submittals. Thank you for your consideration of these key projects for the Lake Tahoe Region.

Sincerely,

The Members of the Lake Tahoe Bikeway Partnership

Julie Regan For Joanne S. Marchetta 5-16-14
 Joanne S. Marchetta
 Executive Director, Tahoe Regional Planning Agency and Tahoe
 Metropolitan Planning Organization
 Date

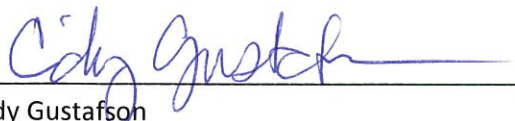
Patrick Wright 5-15-14
 Patrick Wright
 Executive Director, California Tahoe Conservancy
 Date

Carl Hasty 5/19/14
 Carl Hasty
 District Manager, Tahoe Transportation District
 Date

Nancy Kerry 5-14-14
 Nancy Kerry
 City Manager, City of South Lake Tahoe
 Date

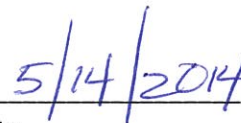
Mimi Moss 5-14-14
 Mimi Moss
 Community Development Director, Douglas County
 Date

Paul Schultz 5/16/14
 Paul Schultz
 General Manager, North Tahoe Public Utility District
 Date

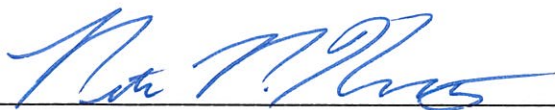


Cindy Gustafson

General Manager, Tahoe City Public Utilities District



Date



Peter Kraatz

Assistant Director, Placer County Public Works Dept



Date

Dave Solaro

Director, Washoe County Community Services Department

Date

Roger Moellendorf,

Director, Carson City Parks and Recreation Department

Date



Charles Nelson

President, Lake Tahoe Bicycle Coalition



Date

Cindy Gustafson
General Manager, Tahoe City Public Utilities District

Date

Peter Kraatz
Assistant Director, Placer County Public Works Dept

Date



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Director, Washoe County Community Services Department

5.15.14
Date

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Director, Carson City Parks and Recreation Department

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5/14/14
Date

Charles Nelson
President, Lake Tahoe Bicycle Coalition

Date



Nancy Gibson
Forest Supervisor, Lake Tahoe Basin Management Unit



Date